




# SPARKS JOURNAL

★ ★ ★ ★ SOCIETY OF WIRELESS PIONEERS, INC. ★ ★ ★ ★

## LEGENDS OF THE WIRELESS PIONEERS

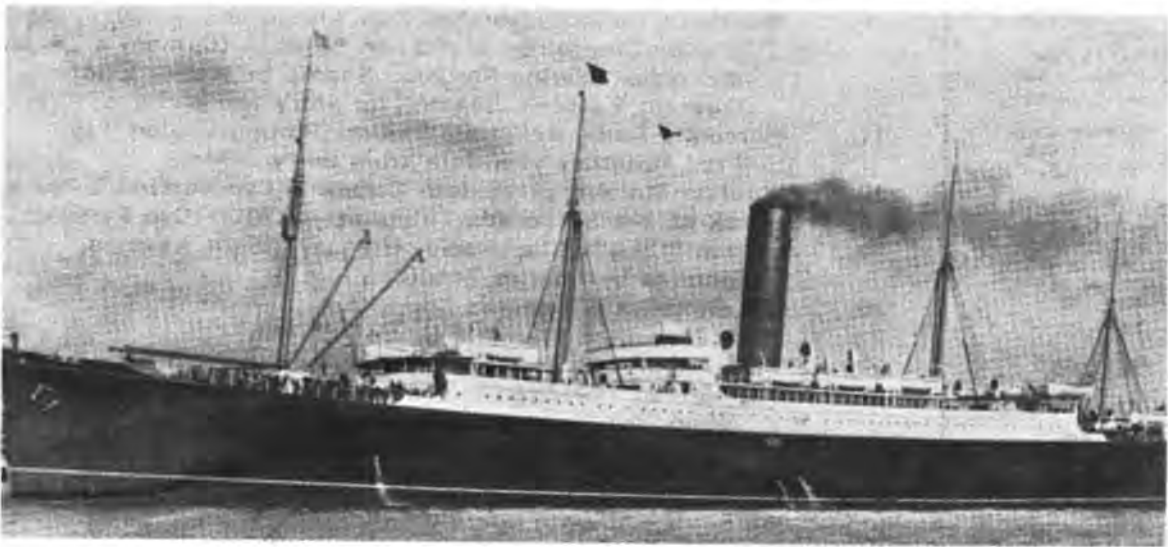
*Adventure & Experiences of Professional Brass Pounders Around the World*



### RECORDING THE EARLY HISTORY & DEVELOPMENT OF THE WIRELESS

VOLUME 6, NO.4 - JULY 1984 - QUARTERLY - EARLY DAY STATIONS

# Unsung Hero of Titanic Disaster Becomes a "Silent Key"



Harold Cottam 1891 - 1984

RESCUE SHIP



HMS CARPATHIA



WIRELESS "MPA"

## Titanic alert man dies — aged 93

HAROLD COTTAM, the wireless operator on the Carpathia, the ship first on the scene of the Titanic tragedy, has died in a Lowdham nursing home, aged 93.

Mr Cottam picked up the Titanic's distress call, sending his ship to the rescue, on the night of the disaster — April 14 1912.

By JULIE PLACE

About 1,500 died, but 705 were rescued.

After around 17 years at sea, Mr Cottam, who was born in Southwell, worked as an engineer in the Civil Service. He leaves a son, living in the

United States, a daughter living in Canada, and another living in Australia.

According to an account of the disaster he gave to the *Evening Post*, Mr Cottam, formerly of West Bridgford, should not have been on duty that night but liked listening to the latest news.

Left - From the Nottingham Evening Post (England)

Below - AP story in the San Jose (Ca) Mercury News.

### Made note

He had made a note of some of the messages going to the Titanic because he knew the ill-fated liner's chief wireless operator, his friend Jack Phillips, wouldn't be able to handle all his "traffic."

After working seven hours voluntary overtime he was about to turn in when he checked to see if Jack had received all his messages.

Then came the dramatic call for help. After taking note of the ship's position, Mr Cottam woke his captain and the Carpathia went to the rescue. Mr Cottam continued to man the radio, signalling other ships.

## H. Cottam, received Titanic's SOS

NOTTINGHAM, England (AP) — Harold Cottam, the wireless operator whose relay of the first news of the Titanic disaster in 1912 helped save more than 700 people aboard the doomed British liner, died here Wednesday, his family reported. He was 93.

Cottam was wireless operator on the British liner Carpathia, steaming about 58 miles from the Titanic in the North Atlantic, when he received the initial distress call.

The luxury liner hit an iceberg on its maiden voyage and sank April 14, 1912. Of the 2,224 people on board, 1,503 died.

Recalling the disaster in later years, Cottam said he was about to go to bed when he

heard a call from Cape Cod warning the Titanic there was ice about.

Cottam knew the wireless operator on the Titanic, a man called Phillips, and radioed him asking if he had heard the Cape Cod call.

The Titanic radioed back: "We have struck ice; come at once."

Cottam recounted how he ran up to the bridge of the Carpathia but could not get the officers there to listen to him.

Getting no response on the bridge, Cottam rushed below decks and woke up the Carpathia's master, who ordered his ship to change course and head at full speed for the Titanic.

### Flashback

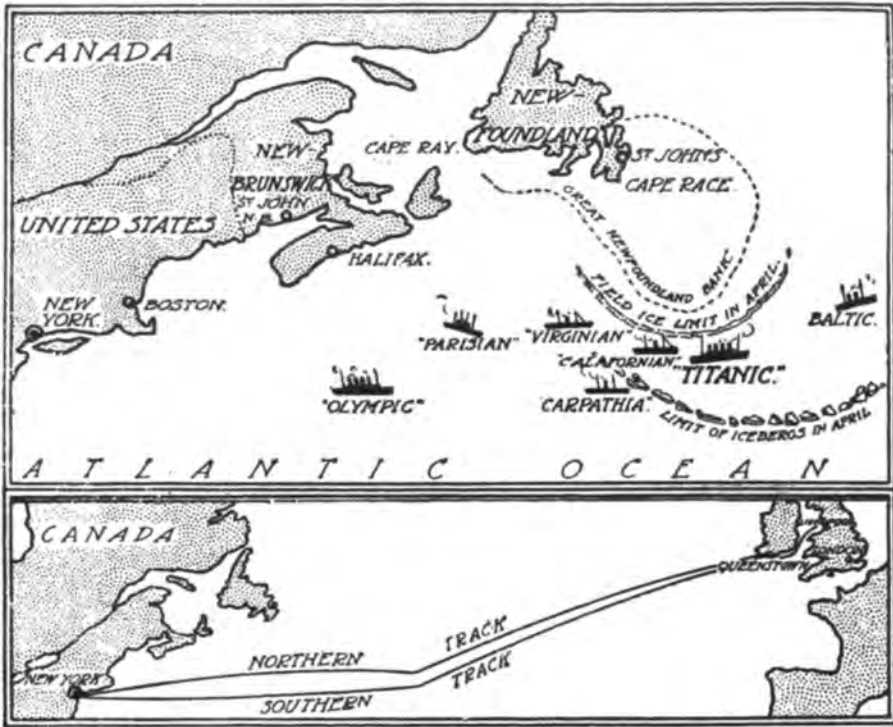
We Remember - Harold Cottam.

Some of our Senior Spark-Gap Pioneer members have worked Mr. Cottam in the 'Pioneer Days' of the Wireless. Member Joseph P. Danko - 253-S/SGP reported years ago working Operator Cottam on the Carpathia while assigned to the Naval Radio Station "NAH" (Brooklyn Navy Yard). He was to contact the Carpathia - MPA on the 15th of April 1912 and received the first complete list of survivors from HMS Titanic. The list was addressed to AP and was forwarded via W.U. lines from their office.

Terence S. "Tex" Coltman [1623-V] Loughborough, Leicestershire will represent the Society in paying "Last Respects" at the funeral of Harold Cottam, on Tuesday June 5 1984.

(Continued on back page)

### THE SCENE OF THE DISASTER,



The map shows the position of the icebergs on which the "Titanic" struck, with the other liners that hurried to her assistance. She was following the southern or winter track, as shown in the smaller map. The northern track is only followed in summer months, when the ocean is free of ice.



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Non-profit Historical Organization

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Early Days of The Wireless



IN THIS EDITION

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| 11.  | Marconi's South Wellfleet Wireless Station - Glen Kay<br>Fred Rosebury plus data from many others.                                                                                                                     |
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The SOCIETY OF WIRELESS PIONEERS, Inc., invites all professional operators, active or retired, military or commercial, to join the world's largest organization of its kind. Many active nets. Write Box 530, Santa Rosa, CA 95402 for details or send \$1 to pay postage on sample SPARKS JOURNAL.



"Nowdays," the young man in the gorgeous blue uniform told the girl, " the Captain is a small potato compared to the Wireless man on a ship".





# SOCIETY OF WIRELESS PIONEERS INC

## Our Wavelength — Preserving Communications History

### THE FOUNDER'S PAGE



William A. Breniman

#### LOOKING AHEAD

This completes the sixth year that SPARKS JOURNAL has been published. Twenty four issues devoted the recording history of our early days have rolled off the press and we have received hundreds of laudatory letters expressing pleasure our members enjoy reading their copies. There is a great amount of satisfaction and it is very rewarding to 'Ye Ed' and staff for the endorsement expressed. Coming back to 'terra firma' from outer-space I have to remind myself of what a hard-bitten cowboy friend of mine out in West Texas once told me ... "A little perfume won't hurt you if you don't drink too much of it". There's work to do !

A short vacation in May was enjoyed by Ye Ed and XYL Ruth - the first in four years. Coming back to the stack of incoming mail is something else ! We opened the throttle until the vibrations nearly knocked the typewriter on the deck. We did meet this deadline of the Journal. However some mail awaits a "QSL". We'll get to it Assap.

This brings us to Square One. We need more help ! ( I should have put that in capital letters ! ) We hope to have ballots in the mail within the next 30-days for election of officers for the next two years. We hope you will process and return them without delay.

In addition, we wish to solicit more volunteer help by appointing staff correspondents who will answer questions from members and the public in the various fields of interest. A few examples might include: Antique equipment (communication) and (2) Broadcast; Frequencies; Early day historians; Amateur Radio Equipment; Call Letters; Radio Laws and regulations; How and where can I find a job as R/O; Navy, Coast Guard, Signal Corps, Geographical area ie: Alaska and Alaska Communications, etc. Book Reviews, etc. Correspondence would be sent those volunteering for QSL, answering inquiries to best of ability after research or checking data available for authoritative information on each subject.

A volunteer is also needed to take on the publishing of "THE SKIPPER'S LOG". This would be similar to the Log we publish in November 1982. It would be a quarterly publication to keep member informed of Chapter and Net News as well as a publication that would give members the opportunity of hearing what our members are doing, reporting on illness and those in dry-dock, etc. Someone who has had some experience in publishing and editorial work and understands layout and printing would perhaps be best suited. This would be a volunteer assignment without remuneration except the Society would pick up expenses of the operation. The paper itself after it is press-ready could be printed and mailed from headquarters.

As mentioned in the last Journal, we hope to start work on getting a new Amateur Call Book for members out in the next couple months. John Elwood has done a tremendous amount of checking and we are hopeful we can process the material without delay after some of our most 'urgent' projects are completed.

#### "NBD" - BAR HARBOR

This will interest members who worked at "NBD" during or after WW-1.

Brandon Wentworth, W6UJ and QTH - PO Box 862, Southwest Harbor Me. 04679 has research and published a booklet - "The Fabulous Radio - NBD". It is a 34 page booklet, with some 21 pictures of station, staffing, etc. Price is \$3.50 plus \$1 First class mailing. The booklet can be ordered direct from "Brandy"

#### ERRATA

Regrettably 'Gremlins' hit my last issue. Picture captions were inadvertently omitted on Pages 22 to 25 on Sparks Journal 6/3. Notation can be made as follows: Page 22 Upper Right: Richard Johnstone - Taken at Station "KPH" circa 1915-16; Lower: Richard Johnstone, Chief Electrician USNRF - NWO ( KPH call letters were not used with commercial traffic during WW-1). PAGE - 23 Top: Richard Johnston (left) and Lee O. Fassett (R) Lee worked in the Marconi Shop starting 1913. The two were boyhood friends and lifetime shipmates. Many called them ... "The Gold-Dust Twins of Wireless. Center - "Dick" or "RJ" as most called him, just after returning to 'terra-firma' after his climb into outer-space up the KPH tower. Bottom: Dick sporting around in Dynamite. (The Terror of the Highways, especially horses and chickens on the road) circa 1916. PAGE 24 -Cmdr. Richard Johnston - USN (During WW-2. Dick retired as Commander after 32 years in the Navy. He was the District Manager for RCA-Marine, later their Chief Operator. Known to Thousands of operators over the world. Sine - "RJ". Bottom - Dick Johnstone (L) and Lee O. Fassett (r). Note the 'snazzy celluloid collars which would 'date' them anywhere between 1915-1922. If you wore them you were on "Old Timer". PAGE - 25 Top: The Ancient Mariner [Bill Breniman] L. and Dick Johnstone (R) Picture taken by W. Earle Wohler in yard of their home at Sebastopol Cal. Taken about 1966. Center - Henry W. Dickow (L) Author of th this story and W. Earle Wohler taken by 'Ye Ed' about 1966 at the Wohler home. Earle was one of the early day Wireless Ops. Bottom: Picture taken at Roosmoor ( Former estate of the late Capt. Robert Dollar) L/R: Doc Mac; Jim Caldwell, Bill Breniman, Dick Johnstone, Eb Cady; Earl Wohler. (Frank Geisel took picture - 1969). Note: A correction copy will be furnished any member who requests and sends a S.A.S.E for return. SRI for the omission. Culprit Me!

#### WILLIAM C. WILLMOT

We regret to report that "Bill" Willmot is retiring from his Office as Vice President P & R / Activities as of July 1 1984. During his tenure as V.P. Bill has given liberally of his time and has produced some excellent returns in various ways for the Society. Regrettably on the last QSO Party that Bill sponsored, he did not receive a single reply. Bill is a very talented and dedicated person - one we admire very much. We are very sorry to lose his services. Bill will remain a member of the Society and may reconsider an office at some future date if he feels his work and efforts are productive.

Mr. JOHN J. KELLEHER, Director of the Society's CAPITOL AREA CHAPTER - X has been appointed to take over the office of our Senior Vice President and has agreed to serve until next election when his name will be on the ballot for election.

#### PAGE MAGNIFIERS

Many of our members with failing eye-sight find the fine print in many papers hard to read. To assist members with problem in reading, we can offer a Magnifier which allows one to read a full column without distortion and increases print size four times. These magnifiers are advertised in several publications at about \$5.00 each (including handling etc). We can furnish (while supply available) at near cost or \$2.75 each, plus tax .12¢ in Calif. Price is prepaid. Incidentally we will send one without charge to members whose eyesight is sub-normal and who are on our hardship (Jack Binns) list.

### True story: How I wrote world's greatest editorial

I sat straight up in bed. In the darkness I saw a random streak of light enter under my shade from the sodium vapor streetlamp across the street. I was able to see the dim outline of the tablet and pencil I kept on the bedstand ever ready to jot down ideas.

I picked up the pencil and started to write, some of the finest writing ever produced. I found each specific word and there was instant recall of the perfect phrase to express each point. The words moulded into perfect sentences, and the paragraphs carried my final message as president.

As I wrote I was very pleased with myself, for I knew this editorial would be good reading, not a waste of time. My words flowed like liquid amber, and the most expressive words were about those very few individuals who use our profession and organization for their own personal gain. The words quickened, the adjectives became more explosive.

Then my anger subsided as I wrote about the positive - the students, the future, the hope, the joy of speaking to student chapters.

My final paragraphs were happy ones, recalling the years and friendships, expressing my thanks. I was so pleased... I had created a once-in-a-lifetime work of literature, the world's greatest editorial.

Perhaps it would get a Pulitzer. I placed the tablet back on the bedstand, turned off the light and, satisfied and exhausted, I slept.

It seemed no longer than a few minutes later that the alarm shattered the stillness. 5 AM and time to go out and retrieve the paper from a bush or the next yard. I sat up, turned on the light and reached for the tablet to relish what I had written.

The paper was blank. I had dreamed it all. The world's greatest editorial lay lost in the innermost depths of someone's mind.

I had had my chance and failed, and all I had was a mere memory of what I thought I had written. This is it.



Norddeich Radio Celebrates its Diamond Jubilee  
Pioneer Traffic Station Still One of World's Largest and Most Modern



Actually, the NORDDEICH Station in Germany celebrated its 75th Birthday two years ago on June 1st 1982 as it was in 1907 that the first station was built. Society member Eric Walter, the Society's Director of the Swiss 'Edelweiss' Chapter in Zurich keeps close tab on all communication matters in Europe. He suggested we cover the event in our publication and furnished a booklet issued by the Deutsche Bundespost who has sovereign power for civil telecommunications - directed by the Directorate of Posts and Telecommunications. We have drawn pictures and the 'Story' of German Radio from this publication with the consent of their officials. It is possible that some of the story has been lost in the translation, but we hope it will fill a gap in the coverage of European Stations.

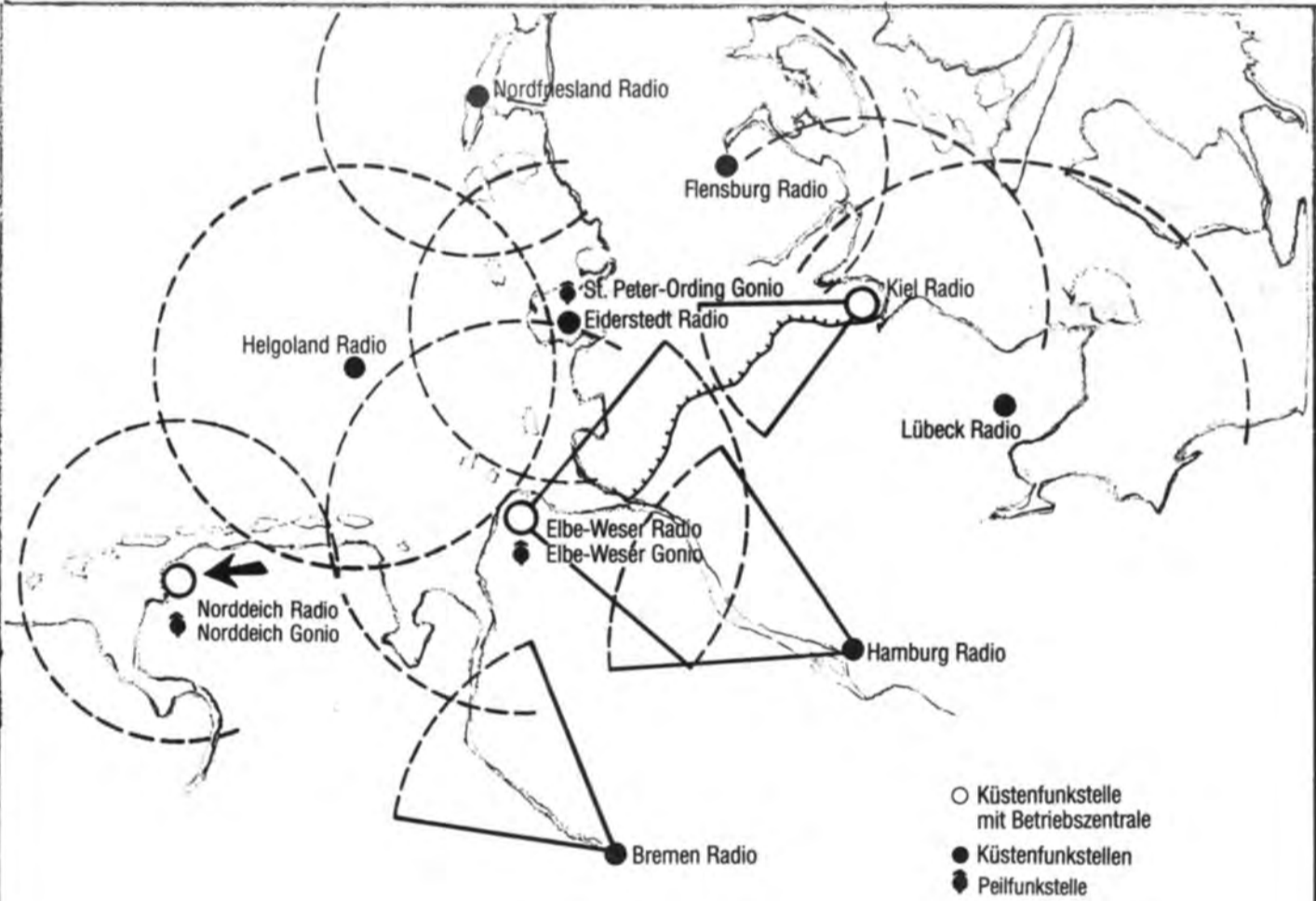
Minister

Hans Matthöfer  
Bundesminister für das Post-  
und Fernmeldewesen



Introduction

A little more than three-quarters of a century ago the crew of a ship was completely and utterly alone as soon as they were out on the open sea. There was no chance of calling for help if they got into distress. An efficient tramp trade was not conceivable either, as it was not possible to redirect ships at sea. Radio was not yet known.  
Today, a shipowner or a seaman's wife in the Federal Republic of Germany simply dials a telephone number, is connected with Norddeich Radio and will soon afterwards make a maritime radiotelephone call . . .  
On 1 June, 1982 Norddeich Radio, the biggest German coast station, will celebrate its seventy-fifth anniversary. That is the reason for this little brochure.



Areas covered by the VHF coast stations of the Deutsche Bundespost



NORDDEICH RADIO - KND

# History

The fundamentals of all radiocommuni-  
cation are owed to the Hamburg physi-  
cist Heinrich Hertz. On the basis of the  
results he gained from his research be-  
tween 1880 and 1890, scientists  
everywhere tried to develop a "wireless  
telegraphy". Just before the turn of the  
century, the first success became  
apparent. In 1898 the Italian, Guglielmo  
Marconi, succeeded in constructing an  
apparatus which allowed a link to be  
established "over the air" between the  
North Sea island of Borkum and the  
"Borkum-Riff" lightship. Still in the  
same year, Jonathan Zenneck, the as-  
sistant of Professor Ferdinand Braun, who  
invented the cathode-ray tube which  
was later essential in the development  
of television, established contact from a  
"spark station" (radio station) in Cux-  
haven to the Elbe lightships and to a sta-  
tion on the Neuwerk island. At the same  
time, Adolf Slaby and Graf Arco, engi-  
neers with the Allgemeine Elektricitäts-  
Gesellschaft (AEG), developed a radio  
transmission procedure.

The distances bridged at the beginning  
were rather short, however, and the  
transmission of Morse signals plagued  
by interference. The system was  
improved to a range of 30 kilometres  
when Zenneck erected higher antennas  
both on the shore and aboard the "Syl-  
vana" steamship sailing between Ham-  
burg and Helgoland. Radiocommuni-  
cation traffic was soon made possible be-  
tween Helgoland and the counter sta-  
tion in Cuxhaven 65 kilometres away.  
Under the supervision of Professor  
Braun, the trials were continued until  
1901 with assistance from the postal  
administration and the firm of Siemens  
& Halske. A ship reporting service was  
introduced; the stations in Cuxhaven  
and on the "Elbe I" lightship transmitted  
to each other the names of the ships  
entering or leaving port.

In England large passenger steamships  
had already been equipped with radio  
stations in the meantime, with ranges of  
up to 150 kilometres. The equipment  
was developed by "Marconi", an Italian,  
who had gone to London and had there  
founded the "Marconi Wireless Tele-  
graph and Signal Company". He also  
established radio stations on the shore  
of the European mainland. In view of  
this competition, it was decided to com-  
bine the results of Braun/Siemens and  
AEG-Slaby/Arco in Germany by found-  
ing the "Gesellschaft für drahtlose Tele-  
graphie, System Telefunken" (Compa-  
ny for Wireless Telegraphy), in 1903.  
Two years later German equipment  
had been installed on 13 German mer-  
chant ships. However, a German coast  
station did not yet exist and Marconi  
only accepted radiotelegrams from in-  
stallations of his own system.

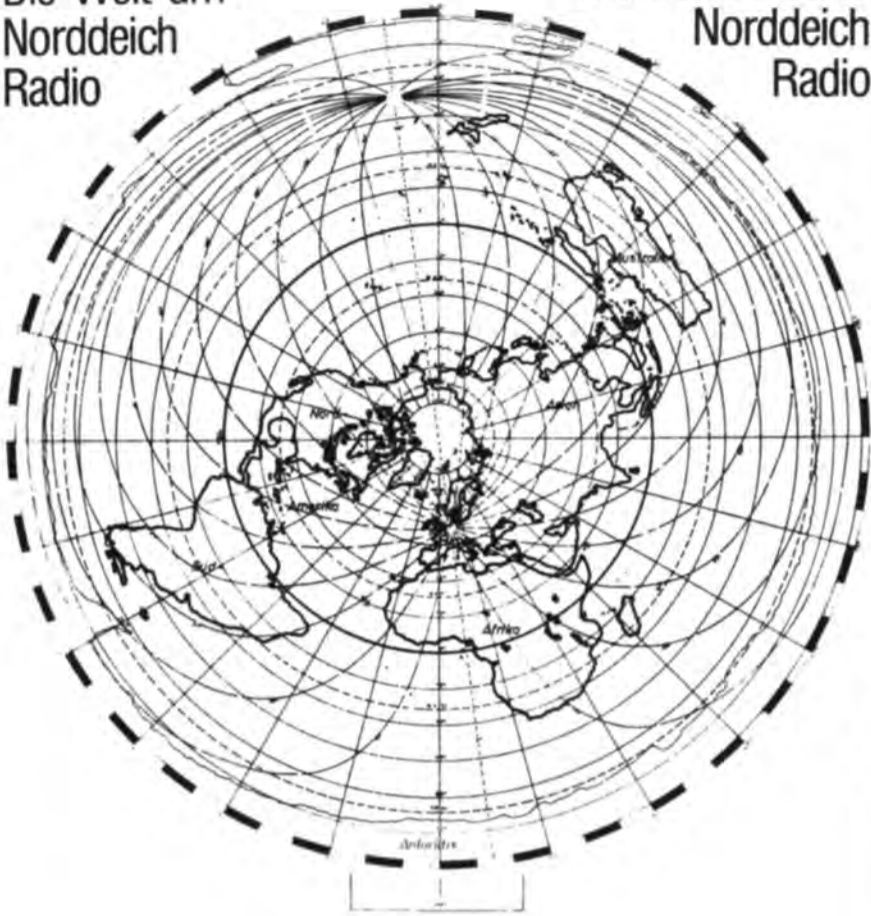
One day, the German Emperor Wil-  
liam II who was returning on the  
"Hamburg" steamship from a cruise in  
the Mediterranean wanted to send a te-  
legram and to have it retransmitted by  
the Marconi station on Borkum. The  
Marconi station, however, did not even  
accept this telegram. The Emperor was  
so annoyed that he instructed the  
Reichspostamt to establish German  
coast stations. For strategic reasons a  
site on the mainland near the village of  
Norddeich was chosen.

On 15 August, 1905 the postal admini-  
stration bought the site for 16,422.60  
Reichsmarks. The construction of an

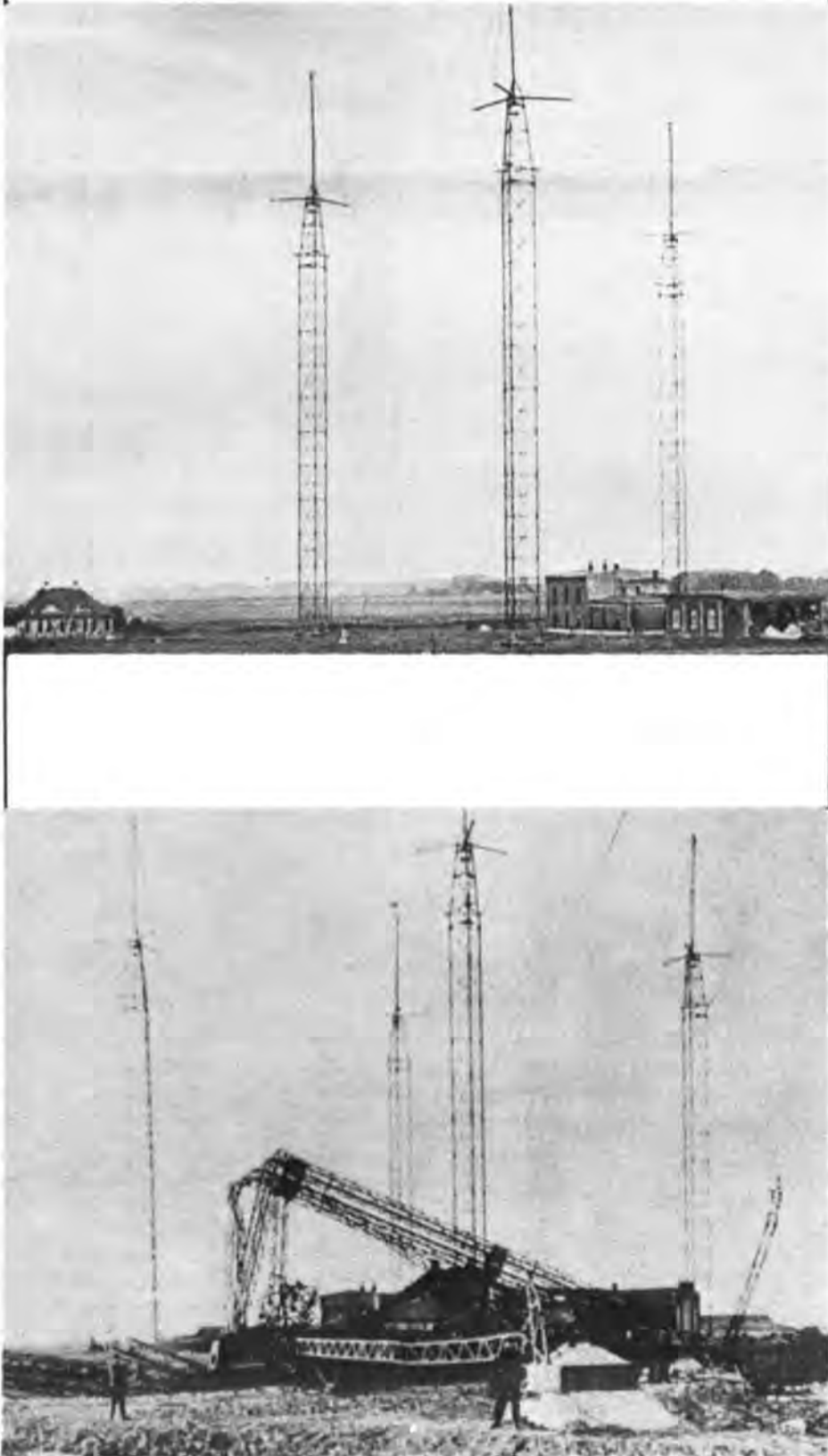
(Continued on Page 6)

Die Welt um  
Norddeich  
Radio

The world around  
Norddeich  
Radio



## Norddeich Radio - KND



# Functions

In the Federal Republic of Germany the  
Deutsche Bundespost has sovereign  
power for civil telecommunications. It  
has assigned responsibility for the mari-  
time mobile service to the Regional Di-  
rectorate of Posts and Telecommuni-  
cations of Hamburg. As regards organisa-  
tion, the service belongs to the Fern-  
meldeamt 6 in Hamburg. The transmit-  
ting and receiving installations on the  
mainland are called "coast stations",  
those on ships are called "ship sta-  
tions". The tasks of the coast stations  
operated by the Deutsche Bundespost  
mainly consist in the transmission of te-  
legrams, telex messages and radiotele-  
phone calls. Besides, they fulfil impor-  
tant tasks for the safety of life at sea.

There are the following coast stations:  
Norddeich Radio, Elbe-Weser Radio,  
Kiel Radio, Bremen Radio, Eiderstedt  
Radio, Hamburg Radio, Helgoland Ra-  
dio, Nordfriesland Radio, Flensburg Ra-  
dio and Lübeck Radio.

Only the first three stations are staffed.  
The other coast stations are equipped  
with VHF radiotelephone installations  
which are remote-controlled.

Norddeich Radio ist the biggest German  
station. Its precise geographical location  
is:

7° 06' 30" East  
53° 33' 54" North

A high-frequency link between ship and  
coast station is established on special  
calling frequencies. The frequency to be  
used is indicated in a "listening timeta-  
ble" which must be observed by radio  
operators on ships. If a radio contact has  
been established the radio operator on  
the ship is assigned a working frequen-  
cy on which the radiotelegram or the  
maritime radiotelephone call can be  
transmitted; the calling frequency must  
be cleared again.

Every one or two hours the coast station  
emits "traffic lists" with the names or  
call signs of the ships for which tele-  
grams, call bookings or bookings of ra-  
diotelex calls have been received. The  
radio operator aboard the ship can then  
collect the messages which have arriv-  
ed. A special "selective calling system"  
also allows direct individual calls to be  
made to ships which are equipped ap-  
propriately. Apart from the commercial  
radiocommunication service, coast sta-  
tions also fulfil important tasks for the  
"safety of life at sea". The international  
distress frequencies of 500 kHz (radio-  
telegraphy), 2,182 kHz (radiotelephony)  
and 156.8 MHz (radiotelephony) are  
constantly monitored. The safety duties  
also include routing the distress traffic,  
taking the bearings of the damaged ves-  
sel and the rescue vehicles, notification  
of the aid services, the press as well as  
the broadcasting stations in cases of  
distress at sea and in the air in the  
southern part of the North Sea. To  
ensure the safety of shipping Norddeich  
Radio broadcasts weather forecasts, ice  
reports, meteorological warning messa-  
ges, navigational warnings and the time  
signal.

Under the maritime radionavigation ser-  
vice the Deutsche Bundespost ope-  
rates the "North Sea" radio direction-  
finding network. With this network,  
ships can have their position determin-  
ed. The network consists of the radio di-  
rection-finding stations of "Norddeich  
Gonio", "Elbe-Weser Gonio", and "St.  
Peter-Ording Gonio". Norddeich Radio  
is the radio direction-finding control sta-  
tion. In cases of distress at sea bearings  
are taken free of charge. Norddeich Ra-  
dio also participates in the "Radio Medi-  
cal Consulting Service". This service  
enables the management of a ship to  
obtain medical advice by radio.

# HISTORY

(Continued from Page 5)

operational building and of four iron transmitting poles with a height of 65 metres was started immediately. In April, 1906 the first test transmissions were carried out. The antennas were made higher, the converters were improved. And on 1 June, 1907 "general public maritime radiocommunication traffic" was introduced: Norddeich Radio's birthday.

Even then Norddeich Radio was able to bridge distances up to 1,730 kilometres on the 2,000-metre wave. As a result, it was one of the leading stations in Europe. The German opinion was therefore of great importance at the 1912 Conference in London which led to the conclusion of the "Convention radiotélégraphique internationale". 30 nations became parties to the Convention, differences in systems were abolished. The "SOS" distress call had already been introduced in 1906 with the Convention radio-télégraphique internationale of Berlin. Norddeich Radio operated on the 600-metre wave (500 kHz) and "remained permanently on watch". At that time the station was manned with only five members of staff. One operator attended to the equipment while four telegraph operators morsed or received the telegrams. They were only relieved after 12 hours of service, although the conditions existing then would be regarded as intolerable today. The "spark transmitters" of that time caused an earsplitting noise, they could be heard several kilometres away even though the transmitting room was covered with a layer of ashes. The staff worked with headphones but nevertheless had extreme difficulty in understanding what was being said, because the receiver detectors were still very insensitive. The new "quenched-spark transmitters" developed by "Telefunken" in 1910 sparked with hardly less noise.

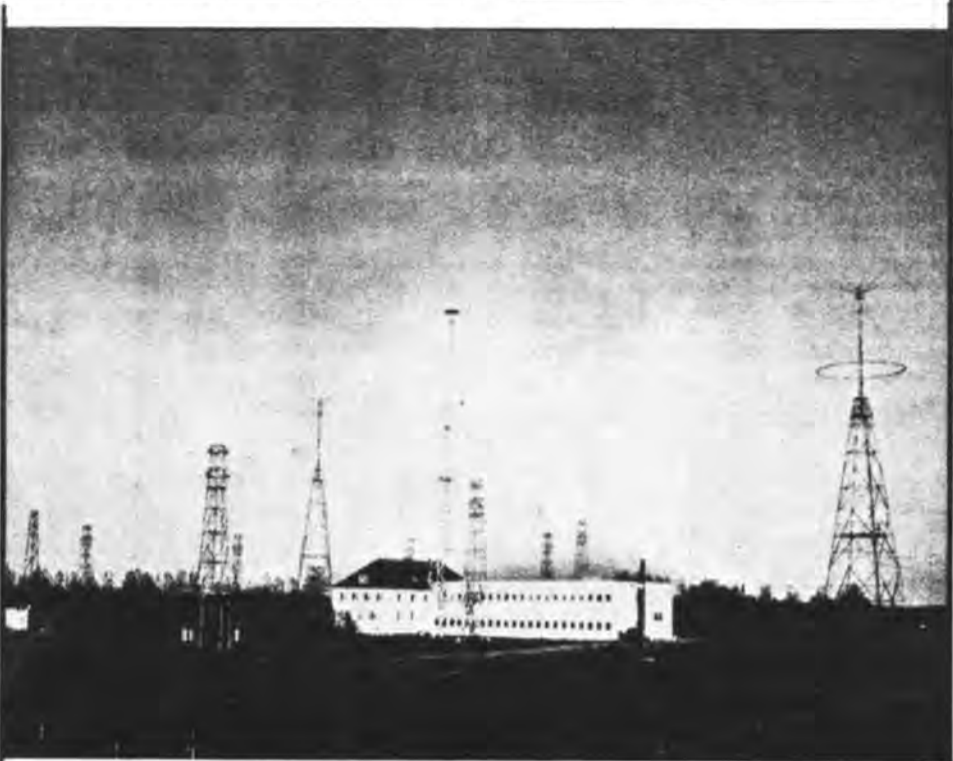
To get more and better trained staff the firm of "Telefunken" established the "Deutsche Betriebsgesellschaft für drahtlose Telegraphie" (DEBEG) (German Operating Company for Wireless Telegraphy) in 1911. This company provided consultation on the installation of radio equipment on ships and supplied expert staff. In 1914, as many as 380 transmitting and receiving installations had been mounted on German ships. In Westgaste, four kilometres from the transmitter, the first separate receiving installation was constructed to avoid interference between transmitter and receiver. A low-frequency valve transmitter was developed which enabled the radio operators to reach ships at distances of up to 6,000 kilometres. After a 1-kW valve transmitter had been installed, it was possible for the first time on 1 January, 1925 to transmit voice by radio; the "maritime radiotelephone call" was introduced. At the beginning a three-minute call at a price of 100 Reichsmarks was exorbitantly expensive. The service could not be expanded until the price was reduced to 20 Reichsmarks. The coast station was then called "Norddeich Main Radio Station". A high-frequency transmitter was added. In 1929, the "DAN" call sign, which is still used today, was assigned to the Norddeich Main Radio Station in the Convention radiotélégraphique internationale of Washington.

Then industrial machines and household appliances began to be electrified. As they were not yet "radio screened" they caused such great interference that the receiving station had to be moved from Westgaste to the rural Utlandshörn

in 1930. In 1939, construction of the large-scale Osterloog broadcast transmitter, a 100-kilowatt plant near Norden, was started which was to broadcast propaganda programmes throughout the northwest of Europe and which at the end of the war became a British forces transmitter (BFN) and later an offshoot of the London BBC for some time. During World War II the Norddeich Main Radio Station only fulfilled safety duties in the civil radiocommunication service. For the rest it was under the control of the German administrator of naval affairs. On 18 May, 1948 the public maritime mobile service was re-opened first on short wave and later also in the medium wave band. On 1 April, 1951, when the Allies allowed German merchant shipping to be taken up again, fresh impetus was given to maritime radiocommunication traffic. On 3 May, 1957 new operating rooms were inaugurated, just in time for the fiftieth anniversary. On 1 July, 1958 the maritime mobile service was also introduced in the very high frequency range and for this purpose a 60-metre high antenna mast became operational with Norddeich Radio in 1961. This resulted in a maximum call quality for short distances.

New plant, new services, a new increase in traffic: the antenna site and the building of the transmitting station in Norddeich soon became too small. In June 1964 the large-scale Osterloog broadcast transmitter was therefore taken over. After the appropriate structural alterations and expansion had been completed, the Norddeich transmitting station was gradually moved to Osterloog and operation in Norddeich, the oldest part of the coast station, discontinued after almost 64 years. In December 1971 the new SITOR radiotelex system was introduced.

In Utlandshörn the building again became too small, an annex was built and inaugurated on 16 November, 1981. All the operating positions there were specially designed in line with the latest technical findings. "The technical installations of Norddeich Radio have been renewed every 25 years - this time, too, for the seventy-fifth anniversary", the manager of Norddeich, Mr. Hans Forster, recently said.



30

1. **Diedrich Bischoff** (ohne Bild)  
Obertelegaphenassistent bis 1909



**Wilhelm Claussen**, Postamtman  
1910-1934

2. **Paul Wiswedel** (ohne Bild)  
Telegraphenassistent 1909-1910



**Dipl.-Ing. Hans Stücker**, Postrat  
1934-1938

## THE MANAGERS OF NORDDEICH RADIO



**Dipl.-Ing. Paul Pfirschke**, Postrat  
1938-1941



**Gottfried Nanninga**, Postoberamtman  
1941-1947 und 1955-1963



**Dipl.-Ing. Werner Slawyk**, Oberpostrat  
1947-1955



**Albert de Jonge**, Fernmeldeoberamtsrat  
1964-1975



**Heinz Frömming**, Fernmeldeoberamtsrat  
1975-1981



**Hans Forster**, Fernmeldeamtsrat  
ab 1981

Norddeich Radio



Technical and operational details

The Norddeich Radio coast station consists of the receiving station combined with the operating centre at Utlandshörn near Norden/East Friesland. The transmitting stations are situated at Osterloog near Norden, at Sahlenburg near Cuxhaven and at Elmshorn near Hamburg. They transmit telegrams, radiotelephone and radiotelex calls. The operating rooms only contain the equipment necessary for control functions. The transmitters and receivers are housed in machine rooms and are remote-controlled from the operating positions. For the medium-frequency (415–526.5 kHz) and high frequency (4–27.5 MHz) radiotelegraphy service 16 radio operating positions with a total of 20 all-wave receivers have been established. Of these positions, four are on permanent watch. One position serves to monitor continuously the international distress and calling frequency of 500 kHz. To ensure optimum quality of reception the radio operators at Norddeich Radio can switch on various non-directive or directive antennas. An extensive intercommunication and telephone PBX system enables the staff to communicate easily with each other. Each position has access to a conveyor belt system which transports code-marked bags containing messages to any other position for further handling. The radiotelephone service in the medium-frequency (1,605–4,000 kHz), high-frequency (4–27.5 MHz) and very-high-frequency (156–174 MHz) ranges is operated from twelve positions. The modern operating equipment allows several radiotelephone calls to be made simultaneously through one handling position. Connection to the national and international telex and gentex networks for the transmission of incoming and outgoing radiotelegrams is ensured by teleprinter. For the emission of "special radiocommunication services", such as weather forecasts, navigational warnings and time signals, a room separate from the large operating room is used. To facilitate work, messages which are broadcast in the long-distance radiocommunication service are punched on tape. Radiotelex links between teletex subscribers on land and aboard ships are established in the medium-frequency range (1,605–4,000 kHz) and in the high-frequency ranges 4, 6, 8, 12, 16, 22 MHz. Eleven operating positions have been established for the recording of charges. At present, more than 100,000 tickets are processed a month. Final accounting is effected in the Frankfurt/Main computing centre and in the international accounting department of the Postal Engineering Centre in Darmstadt. Every visitor to Norddeich Radio is impressed by the "wood" of antennas on the extensive site. There are non-directive receiving antennas mounted on towers 40 metres high, a system of di-

Staff

At present, a total of 260 members of staff are employed in the technical and administrative departments of Norddeich Radio. Of these staff, 216 work predominantly in shifts at the Utlandshörn operating centre. At the Osterloog transmitting station there are 44 members of staff, some of whom also do shift work.

rective antennas and lattice towers 44 metres high, and also long-wire antennas, VHF transmitting and receiving antennas on a tower 60 metres high as well as rod antennas arranged in circles for taking the bearings of radio signals. Through coaxial cables all the antennas are connected with a central switching unit which can be controlled from the operating positions. The whole plant requires continuous power supply. In the event of a mains failure, a Diesel-generating set provides power. A 60-volt battery ensures the uninterrupted supply of power to the most important facilities. At the Osterloog transmitting station 14 transmitters, which can be remote-controlled, are operational. Six of them are high-frequency transmitters while eight are combined medium-/high-frequency transmitters. In addition, there are five semi-automatic medium-frequency transmitters. The Osterloog antenna system consists of nine non-directive high-frequency cage antennas, four horizontal dipoles (fan antennas) and three tube poles 40 metres high. A tube pole 133 metres high and four lattice towers 65 metres high radiate the frequencies in the medium-wave range. Four remote-controlled, rotating, directive antennas are used for high-frequency telephony and for the telex service. In Osterloog, too, the continuation of power supply in the event of a power failure is ensured by a spare-current source. Two medium-/high-frequency transmitters and two medium-frequency transmitters at the Sahlenburg transmitting station are at the disposal of Norddeich Radio. Two cage antennas and two selfradiating lattice towers 67 metres high radiate the transmitting signals. At the Elmshorn transmitting station 14 automatic high-frequency transmitters with various types of antennas, including rotating beam antennas, are used for the radiotelegraphy and radiotelex services. With all this modern equipment radiocommunication links can be operated reliably with ships all over the world.

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Antennas of Osterloog transmitting station Osterloog



Log-periodic antenna



Cage antenna



Schedule

Zeittafel

**1898** Zenneck and Braun set up a "spark station" in Cuxhaven and start experiments with the Elbe lightships and a station on the Neuwerk island. Experiments are also made with the "Sylvana" steamship sailing between Helgoland and Cuxhaven.

**1901** Braun and Koepsel (Siemens & Halske) set up a station at the pilot station in Cuxhaven. Traffic with Helgoland (65 km) and the Elbe I lightship (35 km). Slaby and Arco (Allgemeine Elekicitäts-Gesellschaft) set up a station at the sea-side resort of Duhnen and exchange telegrams with the express liner "Deutschland" over distances of up to 150 kilometres.  
Marconi sets up a station on the island of Borkum.

**1903** The two radio systems of Siemens/Halske and AEG merge to become the "Gesellschaft für drahtlose Telegraphie mbH, System Telefunken" (Company for Wireless Telegraphy).

**1905** Telefunken equipment is operated on 13 German merchant ships. There are difficulties, however, because there are no German coast stations as yet and Marconi on Borkum only handles traffic with ships with radio installations of its own system on board. Thus it is decided to set up a German coast station. A piece of land in Norddeich is acquired and a building constructed for the "spark station"

**1906** In Berlin 30 nations conclude the first international radio agreement with which, among other things, the international distress signal "SOS" is introduced. The first experiments between Norddeich and the "Vineta" and "München" cruisers only produce unsatisfactory results.

**1907** After alterations to the antennas and converters the installation is approved in tests with the "Vineta" cruiser. (30 April) The technical installations in Norddeich are taken over by the Reichspost. (1 May) Test traffic with the Imperial Navy begins. (1 June) The public service is opened. The call sign of Norddeich Radio: KND. Opening of the newspaper service (transmission of the day's news to ships), tests with the "Ziethen" fishing vessel to transmit weather reports. Norddeich joins Borkum in the service for ships in distress.

**1910** The first emission of time signals and communications for sailors. Norddeich becomes an independent telegraph office.

**1912** Radiotelephony tests with Lorenz transmitters, good audibility up to approx 30 to 40 km. The International Radiotelegraphic Convention of London introduces obligations in respect of the conveyance of traffic for the different systems.

**1913** The KND call sign is changed to KAV in accordance with the International Radiotelegraphic Convention of London. The greatest range at night is 3,450 km (reception with detectors without amplifiers!).

**1914** Following the outbreak of war operation passes into the hands of the Imperial Navy.

**1918** At the end of the war the Navy dismantles the station.

**1919** The station is rebuilt by the postal administration. Norddeich Radio becomes the main radio station.

**1920** Norddeich takes over an extensive press service from Nauen transmitting station.

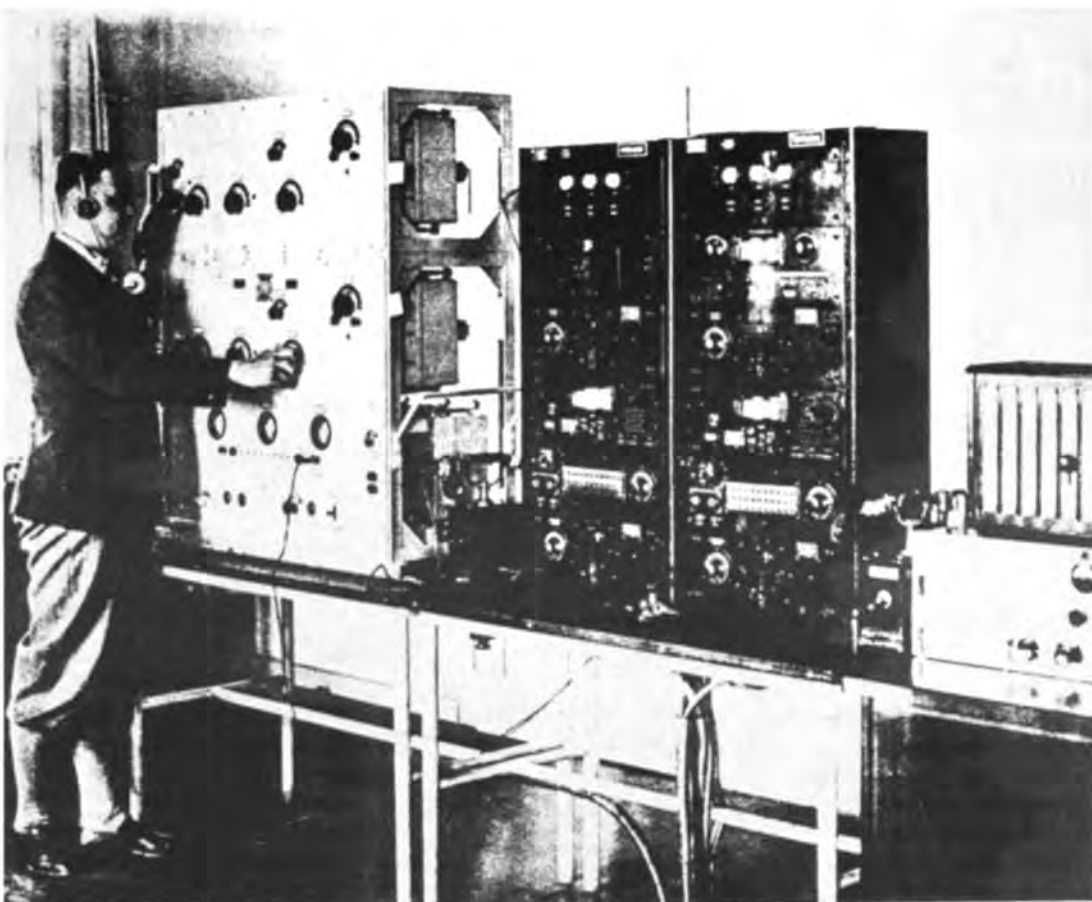
**1921** The main radio station sends ships upon request DF signals for the ship direction-finding stations. Reports are distributed on the position of good fishing grounds for herrings (herring telegrams). The weather service is included in radiotelephone traffic.

**1922** Tests with "Cap Polonio" on a voyage to South America in the long wave band. Alternate traffic during the day up to the Bay of Biscay and at night up to Las Palmas. Public traffic is subsequently opened. The transmitting wave of the ships is 2,050 m, that of the main radio station 2,250 m.

**1923** A provisional receiving station in Westgaste is ready for operation. This marks the separation of transmitters and receivers.



(Continued on Page 9)



**1924** A new receiving station in Westgast is put into operation. Beginning of the transmission of oceanic weather forecasts.

**1925** Construction of four towers, 150 m high, begins. During a North-East storm (on 25 November) three almost completed towers collapse within 15 minutes.

**1926** Using a new procedure developed by Professor Diekmann from Munich weather charts are transmitted wireless to ships. The first short wave transmitters are set up.

**1927** DEBEG fits out ten ships with short wave equipment. In the winter, Norddeich maintains a short wave link with the "Resolute" passenger ship voyaging round the world.

**1928** A goniometer installation is put into operation for radio direction-finding. Considerable traffic with the "Graf Zeppelin"; every three hours traffic lists are made on the 2,290 m wave.

**1929** A decision is made to extend and transfer the receiving station beyond the area of local interference caused by its close proximity to the town.

**1930** Basic radiotelephony tests with the "Hamburg" passenger ship.

**1931** Short wave reception manned day and night. New towers in Norddeich and Utlandshörn are approved.

**1932** First possibility of forwarding radiotelephone calls from ships on rural circuits. First tests on the medium wave. The Norddeich call sign for the radiotelephone service: DAF.

**1933** Sharp decrease in the volume of traffic because of the bad economic situation. Experiments with secrecy apparatus to avoid radiotelephone calls being tapped (coding).

**1934** Norddeich Main Radio Station is made a sub-office of Emden telegraph office for administrative purposes.

**1935** A total of 125 ships now take part in one-way traffic with steam trawlers. All fishing areas, eg the White Sea, the sea regions of the Bear Island and Iceland, are all covered perfectly.

**1936** All the German passenger ships now have short wave. An operator now monitors the distress wave (600 m) continuously.

**1937** Norddeich Main Radio Station becomes independent of Emden telegraph office.

**1938** The first broadcast transmission of calls with ships on the ocean takes place over Norddeich. Considerable traffic with the whaling vessels in the Antarctic on short wave.

**1939** Radiocommunication from the German ship stations ceases (on 26 August). Establishment of a navy commando "Marinenachrichtenoffizier Norddeich". The Osterloog transmitter is put into operation under the name of Bremen broadcast transmitter.

**1945** The Bremen broadcast transmitter Osterloog ceases operation (8.20 pm on 5 May). British forces occupy Norddeich transmitting station and the Bremen broadcast transmitter in Osterloog (6 May). The installation commences operation (on 5 June) as a transmitter for the "British Liberation Army I".

**1946** The British guard leaves the transmitting station (on 10 January). Norderney radio direction-finding station resumes operation. The "North Sea radio direction-finding network" comprising the stations Norderney, Neuwerk and St. Peter-Ording Gonio takes up operation on 375 kHz (on 1 September).

**1947** Transatlantic radio service with South America begins.

**1948** The maritime mobile radio service is resumed. The transoceanic radio service is taken over by Lüchow. The Osterloog transmitter is transferred to the Nordwestdeutscher Rundfunk (NWDR).

**1949** Nautical warnings are transmitted again on the medium wave, radiotelephone installations set up in Utlandshörn and free medical radiotelephone calls introduced (Medico calls).

(Continued on Page 10)

(Continued from Page 9)

**1950** The radio direction-finding station is transferred from Norderney to Utlandshörn. The time signal service begins. The press service of the Federal Press Office in Bonn for sailors starts.

**1951** The last transoceanic radiocommunication services are handed over to Lüchow. Norddeich Radio becomes a pure coast station again. The U-Adcock installation on medium wave is ready for direction-finding operation.

**1953** Conversion of the North Sea radio direction-finding network to the U-Adcock antenna system. Broadcasts from the Federal Press Office are discontinued.

**1954** As a replacement the ships' press of the "Hamburger Abendblatt" is introduced by direction of the Association of German shipowners.

**1955** The operating rooms are transferred to substitute premises during the rebuilding of the receiving station.

**1956** The oceanic weather forecasts (OWX) are broadcast again on 125 kHz. Besides the DAN call sign, DAM, DAL, DAJ and DAK are introduced for Norddeich Radio.

**1957** The coast station is incorporated into Hamburg radio office. The new receiving equipment and transfer exchanges for the radiotelephone service are put into operation on medium and short wave in the converted rooms. Norddeich Radio coast station celebrates its 50th anniversary.

**1958** Norddeich Radio takes over medium wave traffic and the radio direction-finding control station of Elbe-Weser Radio. The VHF maritime radiotelephone service starts at Norddeich Radio.

**1959** Long wave is finally taken out of the maritime radiotelegraph service. Public call traffic is opened with the Israeli airline company EL AL. In Utlandshörn an annex for the control centre and the telex service is inaugurated at the receiving station. At the same time, three new operating positions are set up on short wave for the maritime radiotelephone service.

**1960** Trial operation of a remote control visual direction-finder. The first four 60 m tall steel lattice masts dating back to 1906 are dismantled at Norddeich transmitting station.

**1961** The remote control visual direction-finder developed by the firm of C. Plath is officially put into operation at Norddeich Radio.

**1962** The storm tide in February cannot harm Norddeich Radio. The dikes withstand a water level of 3.75 m above normal high water. Tests in the single-sideband method for the maritime radiotelephone service on short wave.

**1963** Selective calling tests with ship stations.

**1964** Re-purchase of the premises of the Osterloog broadcast transmitter from Norddeutscher Rundfunk. Construction of Norddeich II transmitting station, later Osterloog.

**1965** First picture transmission by Norddeich Radio on the occasion of the visit of Elizabeth II, Queen of the United Kingdom of Great Britain and Northern Ireland.

**1966** Allocation of nine transmitters from Elmshorn transoceanic transmitting station to the maritime mobile service with unlimited access by Norddeich Radio.

**1967** The first radiotelex tests with a ship station. Norddeich Radio organises an Open Day at the Norddeich transmitting station to mark its 60th anniversary (4,811 visitors).

**1968** The first radiotelex operation with the "Otto Hahn" ship station, a nuclear energy research ship on a trial run.

**1969** New transmitting plan for the radio press, twice daily, on two frequencies each time.

**1970** Opening of selective calling operation for ship stations on medium wave, short wave and VHF. Norddeich transmitting station discontinues operation for the maritime mobile service after 63 years and 207 days.

**1971** A radiotelex position is set up at Norddeich Radio. First testing of the SITOR system at the Hannover Fair, subsequent tests with ship stations.



**1972** Official opening of the radiotelex service at Norddeich Radio.

**1973** Participation of Norddeich Radio in the AMVER reporting system. Construction work begins on extending the receiving station at Utlandshörn. Norddeich Radio discontinues broadcasting the ships' press.

**1974** Topping-out ceremony for the annex of the receiving station at Utlandshörn.

**1975** Trial direct calling operation in the radiotelex service on the medium wave. The last 120 m high tower at the old Norddeich transmitting station is dismantled.

**1976** Maritime radiotelephone service with German ship stations on short wave on the Danube.

**1977** Maritime radiotelephone service via satellite: radiotelephone calls and radiotelex links to and from ships in the Atlantic or the Pacific (MARISAT).

Booking position in Utlandshörn for the direct booking of radiotelephone calls commences operation. New calling system in the maritime radiotelegraph service on short wave, no calling areas but calling frequencies.

**1978** The radio office and the telegraph office in Hamburg merge to become telecommunications office 6 Hamburg.

**1981** The annex of the building is put into operation with new systems and new operating positions.

**1982** Introduction of the calling system on working channels in the VHF radiotelephone service at Norddeich Radio. Norddeich Radio celebrates 75 years as a coast station. Norddeich Radio celebrates 75 years in the public maritime mobile service.



77  
75 Jahre  
Norddeich  
Radio



1907-1982

# Marconi's South Wellfleet Wireless Station

## THE CAPE COD MAGNET

WRITTEN BY GLEN KAYE

FURNISHED BY FRED ROSEBURY

### BIRTH OF AN IDEA

The experiments of Heinrich Hertz inspired the idea. This German physicist first demonstrated the existence of electric and magnetic waves, and with this revelation young Guglielmo Marconi began dreaming of a way to send messages from transmitter to receiver without the aid of wires.

In 1894 Marconi retreated to a top floor laboratory of his family's Villa Grifone near Bologna, Italy, and at the age of twenty began his experiments in earnest. At first Marconi used homemade equipment, testing and repeatedly modifying it, each time stretching to greater limits the distances that signals could be received from a transmitter. That first winter it was 30 feet. In 1895 it was one mile. Then using more powerful equipment it was ten, then twenty, then fifty miles. And by 1901 a 200-mile range was achieved. Wireless telegraphy was suddenly the rage of Europe - and then of America.

### SPANNING THE OCEAN

For Marconi the 'Great Thing' was to transmit wireless signals across the Atlantic. So to accomplish this, stations were built at Poldhu, England, St. Johns, Newfoundland, and South Wellfleet, Massachusetts.

At this stage of wireless technology relatively long electromagnetic waves were used as signals. Transmitting great distances therefore required great sensitivity of receivers and tremendous power. Huge rings of masts were thus installed to support the needed antennas, but these were destroyed at all three stations by storms and were replaced at Poldhu and South Wellfleet by sets of four wooden towers, each 210 feet high. Within each powerhouse two kerosene-burning engines produced 2,200 volts of power. When fed to a Tesla transformer, the power was stepped up to 25,000 volts - the energy needed to transmit long-wave signals so far.

On January 18, 1903 the attempt was made. Messages were broadcast in international Morse code, and with elation the official communiques of President Theodore Roosevelt and King Edward VII were exchanged by the two stations. It was the first two-way wireless communication between Europe and America.

### THE YEARS OF OPERATION

Within months the South Wellfleet station was regularly sending American news through Poldhu to the London Times. And in return a telegraph line connected Cape Cod's wireless station with the South Wellfleet telegraph office, which relayed European messages to the New York Times.

Ocean-going vessels quickly adopted Marconi apparatus to receive news broadcasts, and soon the ship-to-shore transmittals were a major operation; business and social messages could be sent for fifty cents a word.

The station's effectiveness was limited, however, so broadcasts were made between 10 p.m. and 2 a.m. when atmospheric conditions were best. This brought little enthusiasm from local residents, for the great three-foot rotor, supplied with 30,000 watts of power, produced a crashing spark heard four miles downwind.

Novel objects have a way of becoming routine, and so it was with wireless telegraphy. The romance of communication with ships at sea remained high, however, and rose higher with repeated sea rescues. Interest reached a dramatic level with the SS Carpathia's wireless-aided rescue of over 700 people from the ill-fated SS Titanic in 1912.

### DEMISE

For fifteen years the South Wellfleet spark-gap transmitter continued in commercial use. Skilled telegraphers sent out messages at the rate of 17 words a minute, and station "CC" served in effect as the first "Voice of America." But its end was inevitable. The sea cliff of South Wellfleet was eroding three feet each year, and by 1916 the easternmost towers



The four towers pictured above matched the arrangement of the installation made at Glace Bay, Nova Scotia and Poldhu, England. They were 210 feet high, 24 feet square at the base and 8 feet at the top. Base legs (corners) were set on and in concrete bases which were 30 feet square and 4 feet thick. Beach erosion at a rate of about 4 feet per year have taken their toll. However by the time it was known the station had become obsolete due to new equipment developed.

were threatened with collapse. The station was closed the following year by the Navy to ensure security and news censorship during World War I, and all the while successive inventions were making spark-gap transmission obsolete.

The station never reopened, and in 1920 was scrapped. The barn-red towers were dismantled, useful equipment was salvaged, and the buildings, once filled with the excitement and familiar sounds of wireless communication, were abandoned.

WCC in Chatham replaced old CC, and today it is still the most heavily used ship-to-shore radio station on the East coast.

### A CHANGED WORLD

It was an era of new achievements and new horizons. Communication by wireless was a part of this, for it affected the way the world was viewed and how societies worked. It heightened interest in events beyond the bounds of daily contact. It affected national unity. It raised new possibilities of what could be accomplished. It brought new efficiency to business-and to warfare.

For a lifetime Marconi continued his research in communication electronics. His work yielded many improvements in wireless, but he also created the foundation that would lead to radio, radar, and microwaves. Marconi's impact was great. And when he died, a final respect was paid as all wireless around the world were silenced in his honor. No other person had ever received such recognition, and no others have received it since.



### Editorial Comment

Historically, the first wireless message received and sent to an "Overseas" station was from Wellfleet whose original call was "CC". We wish to thank the Cape Cod National Seashore, Edison P. Lohr and Mike Watley. Also credit George Collier, Melvin Oliver, Barney Zweig, Bill Ryder, Fred Rosebury and others for furnishing a wealth of material which we are unable to use in short space available. Because THIS STATION is one of the shrines of Communications, we plan to do an 'in depth' article on not only South Wellfleet but also on Station WCC which is one of the major stations of the United States. Much of this material will be found perhaps in the next issue of the Journal.

Wm A. Breniman - Editor.

# CANADIAN WIRELESS

*Stations of* *Eastern*  
*Canada*  
By  
"Cyp" Ferland



## EARLY STATIONS OF THE MARITIMES

During the first decade of this century, 23 Canadian Coast-Station were erected to establish a chain of Wireless Communicating Stations from the head of the Great Lakes to Belle-Isle and Cape-Race.

The range at that time was approximately 80 miles during the day and 200 or over at night. Of course that was in the old spark days and magnetic detector. As a result of steady improvements in both receiving and transmitting apparatus, some of the stations became redundant and closed down permanently in the early or middle twenties. Stations VCH Point Riche and VCL Point Amour were in that category.

Many of the pictures and most of the history of the "EARLY CANADIAN WIRELESS COAST STATIONS" in this article were furnished to the editor many years ago by the Late Cyprien "Cyp" Ferland who was one of our enthusiastic supporters in the 'Land of the Maple Leaf'.

### VCD - GROSSE-ISLE

"Cyp" was Member 770-SGP who joined the Society in early 1971. His first assignment as a wireless operator was in 1916 at the Grosse Isle Station which was called "Graveyard Island" by many Canadians. It became so named because the bodies of over 11,000 individuals have been buried on the island which is approximately one mile long and half a mile wide. History records the horrors of the cholera epidemic in the years 1832 and 1834 and again typhus plague of 1847. Grosse Isle was the burial spot of most victims.

History records that in 1882, the Imperial Government obtained the island from Monsieur Bernier of Chateau-Richer for the purpose of erecting a Quarantine Station to replace the one at Point Levy, which was considered too close to the important centres. The island is situated between Ile Ste-Marguerite, thirty-two miles east of Quebec City and opposite the south-shore City of Montmagny.

The erection of a wireless station on this island was to establish a link in the chain of stations from the Great Lakes to Belle-Isle and Cape Race, to provide adequate communication facilities with the mainland. The then existing cable from Crane-Island, linking all the islands up the river to Quebec City, invariably was broken by the ice every spring. For a number of years Grosse-Isle was well known as a sporting resort for both fishing and hunting with the later being most popular, with the later being most popular. The station "VCD" on Grosse-Isle became redundant and was closed down permanently in 1927 when the Canadian Government transferred the Quarantine Station to Quebec-City.

It might be noted that "Cyp" Ferland became Traffic Supervisor for Marconi Wireless of Canada and from 1950 to 1962 he was the Supervisor of the Central Telegraph Office, Canadian Telecom Corporation. He retired in 1962. He sent an "SOS" from the SS Canadian Recruit on Dec. 20 1919 and again in Feb. 1922 on the SS Canadian Squatter" which sprung a leak 500 miles East of Cape Race. "Cyp" served at seven coastal stations on six ships during his operating career. "Cyp" became a Silent Key March 18 1978 following a long illness. We revere the memory of this fine man and his wonderful help to the Society of Wireless Pioneers.



## VCD - GROSSE-ISLE



This pictures the new and more modern station built in 1920 at Grosse Isle - VCD. The small shack in the center was the first station

## VCE - CAPE RACE



CAPE RACE, Newfoundland - [VCE] 46° 39' 25" N; 53° 04' 15" W  
Light House - Fog Alarm - Wireless - D. F.

The historic and useful life of the Cape-Race Radio Station, erected in 1904, has come to an end after over sixty years of service. The equipment was installed by members of the English Marconi Company and they were J.J. O'Leary, Van Ettand and Harold Round. The first operating staff were Harry cusack, L.R. Johnstone and Harry Maclean.

"VCE" was internationally known for its aid to navigation, but came into prominence in 1912 at the time of the "Titanic" disaster. 705 persons were saved and owed their lives to the value of the Marconi invention. At the time of this disaster, Walter Gray, was in Charge of the station. (Mr. Gray died in December 1970).

On Oct. 9 1913, Wireless was again instrumental in the saving of 650 lives from the burning "VOLTURNO". Among other events of major importance were the Newfoundland sealing disaster of 1914 and the wreck of the "Florizel" on Feb. 28 1918.

Making way for progress and more scientific system of communications VCE closed down permanently in the fall of 1965. The service rendered to humanity by VCE will long be remembered by Wireless/Radio Pioneers who had the privilege of being stationed there, including the following: Alex Reoch, C. Andrews, W. Tricker, P. Eister, R. Callende The Myricks (Jim, Dot & Daisy) W.A. Rush, W. Gray, H. Harvey, R. Letts and J. W. Kirton. - 30 -

(Continued on Page 13)



"Cyp" FERLAND-770P

Bottom - Radio Officer - SS Canadian Ranger - 1919



(Continued on Page 14)

Map of the Atlantic Coast and Gulf of St. Lawrence showing radio aids to navigation stations. The map includes the Gulf of St. Lawrence, the St. Lawrence River, and the Atlantic coast from Quebec to Nova Scotia. Key locations marked include Montreal, Quebec, Grosse Ile, Three Rivers, Pte. des Monts, West Pt. Ellis Bay, Father Pt., Pte. Amour, Matapedia Pt., C. Bauld, C. Race, C. Whittle, C. Ray, St. Paul, St. John, East Point, Grindstone L., Vaseaux L., Yarmouth, Lurcher Lightship, and Western Head. Various radio stations are indicated by letters in circles (e.g., VCB, VCC, VCD, VCF, VCG, VCH, VCI, VCK, VCL, VCM, VCN, VCO, VCP, VCS, VCU, VCR, VCE, VJ, VLB, VCA). A legend at the bottom right explains the symbols: a circle with a dot for VCT Coast Stations, a circle with a horizontal line for Coast and D.F. Stations, and a triangle for Radio Beacon Stations. The text "Radio Division of the Department of Transport." is at the bottom.



"Cyp" Ferland - Pictured on retirement date - Oct. 24 1962. His peers reported "Cyp" as being an avid sportsman and being: (1) A deceptive tennis player, (2) A good curve Bowler (ducks and big pins); (3) A fast and tricky hockey player; (4) A fair golfer; (5) A checker player of high calibre; (6) An average dart player; (7) A very aggressive chess player; (8) A lousy poker player.

The Early Years

CANADIAN



WIRELESS

(Continued from Page 13)

with the Norwegian collier "Storstad". Fifteen hundred persons were on board and less than 500 were saved. The SOS signals were picked up at VCF and immediately the pilot-boat Eureka and the small mail-boat "Lady Evelyn" were advised and proceeded at once to the scene of the disaster and rendered assistance.

It was on that station that I received my first SOS, the "SS Singapore" badly ashore at Metis-Point. Two more were received during the following few weeks - one from the "SS Lycon" ashore at Cape-Dog and the "Lake Como" ashore at Manicouagan and I was proud and happy to have been in a position to render assistance in rescue.

In 1956, the station was moved to Mont Joli, a government's decision to centralize all wireless services

VCG - FAME POINT



49° 06' 50" North 64° 36' 20" West

FAME POINT W/T Station was built in 1904 on a small plateau on the north coast of the Gaspé Peninsula in the Gulf of St. Lawrence. It was built 20 feet from the top of the hill, alongside the lighthouse and the signal service weather station. There was no other habitation within miles. Fame Point was the controlling station for the Gulf. It was the duty of the operator on watch to report to the C.O. all infractions to the Radio Telegraph Contentions regulations.

During the first two decades of the century all supplies were shipped from Quebec, by Government steamers, and were landed on the shore and then hoisted up one hundred feet to the station. Operators usually had to travel the same way. In the late twenties, a road was built through the woods from the main highway to the wireless station and transportation facilities were established with L'Anse a Valleeau.

One was practically buried alive for seven to eight months of the year, and if one could not get along with some of his working companions, life could be miserable. The only other pastime was playing solitaire. It was a place where one could come to know the true meaning of "loneliness". In 1956, the station was moved to Fox River, about 50 miles further down the coast.

VCK - CLARK-CITY

Lat. 50° 11' 00" N - Long. 66° 37' 15" W.

"VCK" Clarke-City was situated about 300 miles below Quebec on the North-Shore.

In the editorial pages of the French daily newspaper "La Presse" of February 23rd and 24th, 1968, appeared a vivid image of the North-Shore "Ghost Town" Clarke-City.

Half a century ago, anyone with a certain amount of vision could have easily foreseen the gradual decline and the eventual extinction of that "company" town and why: Love of power, no planning, lack of interest in social welfare, day-to-day living and class distinction all were evident.



I shall not go into detail; any history of the place could require a whole volume to describe the rise and fall of the town.

The Marconi operators were the only individuals not working for the Gulf Pulp & Paper Company, but more or less dependent upon the said company for their personal needs.

VCK handled a certain amount of ship traffic but was built primarily as a relay station for the South Shore Fame-Point and Father-Point stations. It was also competing with the Canadian National Telegraph for the north coast commercial traffic. It was a fairly busy station, handling a lot of night-letter traffic between midnight and 5:00 a.m. It reached its peak at the time of the first successful East-West Trans-Atlantic flight in 1922 by Captain Fitzmaurice when his plane was forced down at nearby Greenley Island after running out of gas. For three consecutive days and nights, all available air time was used for press dispatches.

Improvements in communications and transportation and the ever-increasing air travel rendered VCK obsolete and it closed down permanently in 1930.

VCJ - HARRINGTON

LAT. 50° 29' 40" N, LONG. 59° 27' 45" W.



When entering Harrington Harbour, one faces picturesque and unforgettable scenery. In 1921, Harrington Village consisted of twenty houses, echeloned on a rocky island and scattered over an area of a half mile, two churches (Anglican and Methodist), the school-house, the hospital which was erected in 1907 by Dr. Grenfell of "Deep Sea Mission" and on the highest peak stood the Wireless Station "VCJ"

Twenty families, averaging 8 per family, were all of the Protestant faith and each individual was very firm in his own religious belief. For instance, a Methodist would not attend an Anglican service or vice-versa.

(Continued on Page 15)

CANADIAN WIRELESS

(Continued from Page 14)

In this village, educational facilities were deplorable as they had only one female teacher who received a little help from the two ministers. People were lamentably poor as lobster and cod fishing were their only means of livelihood and were exploited to the limit by the traders from Sydney and Halifax. There were no recreation facilities whatsoever.

VCJ was a poorly equipped station with only one cylinder Fairbank-Morse gas engine to charge banks of open-jar electrolite batteries, a ten-inch Ruhmkorff induction coil for transmission and a crystal receiver which was only good enough to contact ships passing between Newfoundland and the closest coast stations. It was of little use and was only open from May to October - the time when navigation through the Strait of Belle-Isle was possible.

Station VCJ closed down permanently in 1921. That was the life at Harrington half a century ago. Surely conditions must have improved since then.

POINT RICHE - VCH



Latitude 50° 42' 00" North  
Longitude 57° 24' 30" West

Communicating with ships in the Straits of Belle-Isle, Harrington VCJ and Point Amour - VCL

HEATH POINT/ANTICOSTI- VCI



From 49° 61' 40" to 50° 64' 30" N  
to 50° 64' 30" W

HISTORICAL EVENTS OF THE ISLAND

- 1534 Discovered by Jacques Cartier
- 1680 Granted to Louis Joliette by King Louis XIV of France
- 1700 Destruction of all west-end habitations by Admiral Phipps
- 1701 Reconstruction by the English
- 1763 Ceded by France to Great Britain
- 1774 Became part of Canada
- 1895 Sold to Henri Meunier (the French chocolate king)
- 1913 Death of Henri Meunier
- 1926 Island sold to Consolidated Paper Corporation

This island is 138 miles long and is 40 miles in its widest part. Port Meunier, formerly called Ellis Bay, is the only village on the island and is situated at the extreme west end. At the other extremity stands East-Cape which was six miles from the wireless station. Many have heard of, or seen, Perce Rock which is near Gaspe. Although, East-Cape is not quite the same shape--it was just as majestic and beautiful.



Beautiful East Cape of Anticosti rivals Perce Rock near Gaspe! It is truly spectacular. Regretfully few see it.

What a thrill it was, for a 20-year old boy, to be appointed Officer-in-Charge of a station of the importance of Heath-Point which was the relaying station for Fame-Point, Sydney, Pictou, Cape-Bear, Grindstone, Cape-Ray, Point-Riche, Harrington and all the ships in the Gulf. The appointment was indeed a tough assignment and my main worries at that station were to see that the antiquated gear was kept in working order and to keep harmony among staff members who had been stranded on the Island the previous winter, half starved and ready for mutiny. My second had worked at Grosse-Isle when I was a learner and he had the reputation of being an excellent operator. My third was a big Newfoundland with a good disposition and great ability. Our cook, a grand old man of 70, was very obliging and cooperative. We never knew where he learned his trade but he made the best of what was available.

VCI was a superb place for a lover of nature and its wilderness. Wild life grew in abundance. It was a familiar sight at daylight to see several deer around the station and foxes of many colors, followed us like pet dogs. Beaver, otter, bear, the odd moose and various other animals were frequently seen. Cranes, geese and ducks would fly around all day. Cod, lobster, mackerel and herring--all yours, if you cared to row a mile in a choppy sea. I must not forget the seals which were most interesting to watch.

Due to improvements in wireless apparatus, VCI became redundant and closed down permanently in 1921. To those who worked there VCI will always be a happy remembrance and its disappearance was keenly felt.

CAPE RAY-VCR



Cape-Ray is the western point of the Newfoundland triangle formed by Cape Bauld, Cape Race and Cape Ray, jutting out into the Cabot Strait, about ten miles northwest of Port-aux-Basques and about two miles west of the railway.

There were only four buildings on the Cape. The Radio station, Fog Alarm, Light House and the Staff House, situated close to the seashore with no other habitation in sight.

VCR was a lonely place at times but when used by Marconi as a training school and manning pool station with about a dozen operators on hand most of whom were awaiting assignments, it was a very pleasant and lively spot.

The Officer-in-Charge, his wife and sister managed the staff-house where the learners received free board and lodging.

VCR was communicating with ships in the gulf and other gulf stations, North-Sydney, Grindstone, Pictou, Cape-Bear and Heath-Point. (Continued on Page 16)

THE EARLY STATIONS OF EASTERN CANADA

1902

Trans-Atlantic Wireless Service

Established



POINT AMOUR—VCL

Latitude 51° 27' 25" North  
Latitude 56° 50' 30" West

Situated on the border of Province of Quebec and Newfoundland-Labrador in the Strait of Belle-Isle. Station primarily communicates with VCM-Belle-Isle, VCH - Point Riche and ships in the Straits.



LOUISBURG.N.S. "GB"

On December 15, 1902, Wireless Trans-Atlantic Telegraph service was inaugurated between Table Head and Poldhu, and the following year on March 28, a limited press service was introduced, but was discontinued shortly after due to aerial trouble.

Glace Bay was selected as a new site. Four 210-foot towers, twenty-four 180-foot masts and forty-eight 50-foot masts, were erected and completed in May, 1905. In October, 1907, limited commercial operations began with Clifden, Ireland, and full operations began in February 1908 and continued until the fall of 1909, when the station was completely destroyed by fire.

A new station was built, a 100 KW D.C. system supplanting the old non-synchronous A.C. system. Up to 1913 the service was simple and alternate periods were used for transmission and reception. The receiving station was transferred to Louisburg and Glace Bay transmitter was remotely controlled by Louisburg operators. In 1921 the system of transmission was changed from spark to valve and the following year another short-wave C.W. transmitter was added for long distance communications with ships, including weather and bait reports to fishing ships from the Grand Banks to Newfoundland.

Steady improvements in the methods of wireless communications rendered the Louisburg station obsolete and when the Beam Service was inaugurated in Montreal, October, 1926, the Louisburg station was closed down permanently.



GRINDSTONE MAGDALEN ISLAND VCN

LAT. 47° 23' 00" N  
LONG. 70° 40' 05" W

The above picture was taken of Grindstone in 1915. Grindstone is located on Magdalen Island which are quite well centered in the center of the Gulf of St. Lawrence



NORTH SYDNEY CAPE BRETON VCO

"VCO" NORTH-SYDNEY

46° 13' 10" N  
60° 14' 50" W

North-Sydney (VCO) whose picture appears here was probably the coldest station in the gulf of St. Lawrence. It was located on a hill overlooking the harbour, exposed to every heavy storm the gulf is so noted for. Besides communicating with ships at sea, it also worked with Sable-Island and Grindstone. It linked Cape-Ray and Pictou all year around and Heath-Point during the navigation on the St. Lawrence.



Top Picture

Quarters of the Louisburg Station for the "GB" staff. Picture was taken in 1923. The Marine Station was moved to Glace Bay during 1926 and the HP (Beam) to Montreal.

Left

Louisburg Station "GB" and later VAS. It was the First Trans-Atlantic Station. The picture was taken in 1923 and comes from the Cyp Ferland collection.

GLACE BAY, N.S.

VAS VAM VBT

Right

Picture of the "Staff-House" at Glace Bay, located at the extreme NE point on Cape Breton Island.



Glace Bay - Continued



OPERATING SHACK



POWER HOUSE

At the opening of the Beam Service in Montreal in 1926, the Louisburg Trans-Atlantic station was transferred to Montreal and the Marine station was transferred to Glace-Bay N. S.

46° 08' 00" N  
59° 55' 00" W

It was the largest marine station in Canada, housing three powerful transmitters

"VAS" 1800 Metres  
"VAM" 2600 "  
"VBT" 3200 "

Reception and transmission could be done simultaneously on three wave-lengths and keep three operators on duty during the busy periods. In addition to the exchange of traffic to and from ships, it had a daily schedule with Reykjavik Iceland, also broadcasted weather reports four times daily to the fishing fleet on the Grand-Banks. It was of utmost importance every time the Halifax and Bermuda cable was interrupted, within a few minutes, a wireless circuit was established between Bermuda and Glace-Bay to handle traffic to/from West-Indies.



Two-hundred foot latticed transmitting aerial towers, Glace Bay, used in early transoceanic radio communication.

Marconi Trans-oceanic beam wireless towers Drummondville, Quebec



HOPEDALE. LAB. VOQ



Station "VOQ" on the Northern Coast of Labrador on way to Hudson Straits and Hudson Bay. Small village of Hopedale in background.

Hopedale (VOQ) W/T station on the Northern coast of Labrador situated about half way between Davis Inlet and Makkovik. Rigorous climate, Cold Temperatures, Short Summers, Limited Vegetation and Snow-covered from September to June.

In 1534, Cartier described Labrador as a worthless land of Rocks and Snow and called it the "Land of Cain".

The life of a wireless operator on Labrador stations was not what one may call "Exciting" among Eskimos and Indians, however in the summer, Salmon and Trout fishing excellent and in the winter, dog-sled riding is healthy and interesting.

When the Rt. Hon. Ramsay MacDonald and his daughter visited Hopedale in 1934, the privilege and pleasure of welcoming the distinguished guests befell on our confrere Operator R. L. Stevenson.

BATTLE HARBOUR, LABRADOR VOA



Wireless Shack at Battle Harbour taken in 1909. The rugged coast of Labrador in background.

52° 17' 00" N  
55° 36' 00" W

Battle Harbour station, the first Labrador station North of Belle Isle for public correspondence in the inland service and communications with ships on the Coast. Stan Brazill who started in communications in 1906, established a Canadian record for length of service as Officer-in-Charge on the same station, that is from the fall of 1913 to 1945, thirty two consecutive years. - Battle Harbour was the controlling station for 9 others operated by Marconi. In addition to his regular duties, the OIC had many other jobs to perform such as Post-Master, Justice of the Peace, Mayor, Commissioner, Windcharger expert, etc.

A very strange happening occurred on that station in the fall of 1930, the four-piece wooden mast, caught fire and burnt down, leaving only the stump of the ground mast standing. The only store in the village which was two hundred yards away, caught fire and the strong wind was blowing directly on the mast, picked up a piece of the flaming roof and lodged it on the lower cross-tree. Pretty soon the mast was ablaze. It burnt off at the first joint and down it came, such a tangle of stay wires and splintered timber you never did see.

Taken over by the Department of Transport on January 1st, 1957.



Equipment used circa 1909 as pictured inside Station "VOA" [ All pictures from Cyp Ferland's Collection - Most taken by him ]



# Wreck of The "Canadian Recruit"-XVK

## As Experienced by "Cyp" Ferland

On December 8th, 1919, a bitter cold morning (25 degrees below) the Canadian Recruit sailed from Montreal for Cuba and Jamaica. The first part of the voyage was very slow, ploughing through thick ice all the way down to Quebec, especially on Lake St. Peter where the channel was very narrow and extremely dangerous due to the removal of buoys for the winter season. Stopped at Quebec on December 10th, for additional cargo and then had to wait until December 16th, for favourable weather conditions to proceed. It was a hazardous decision as the Canadian Seigneur (XVS) (W/O E. Hodgson) having sailed a few days earlier was reported in deep trouble and requiring the assistance of the ice-breaker "Lady Grey".

At 10 PM on the same day, surrounded by heavily packed ice, the ship went ashore at low tide on St. Ann shoal, however the strong current pulled us off at high tide four hours later. Unfortunately the rudder had been broken and carried away with the ice. The ice-breakers "Montcalm (VDJ)" and "Lady Grey (VDL)" were advised of our precarious position and requested to render assistance if at all possible. The Lady Grey had to stand by the Canadian Seigneur and the Montcalm was too far away, close to Heath-Point Anticosti where they were to remove the wireless staff and afterwards proceed to Belle-Isle (VCM) to pick up the operators who were near starvation, depending only on the killing of the odd wild fox for survival. We were helpless, at the mercy of ice and currents and went aground again few hours later on Hare Island, off again and finally at Vache Point, three miles below the entrance of the Saguenay River.

The crash when going over a sharp reef was quite impressive and the bottom was ripped open. After a quick inspection by the Captain and water rising rapidly in the engine-room, I was instructed to send the distress signal, giving our position and extent of damage. Although I did not see any advantage in doing so, I performed my duty. Acknowledged immediately by VCF and XVS. After the engine and dynamo had stopped, having no emergency

set aboard, there was nothing more for me to do, so, like others I ran for the life-boats, one was already on the ice with half of the crew and drifting away. When the Captain saw me, he told me to go back to the Wireless cabin, listen to what was going on and report. Calls from VCC, VCF and XVS remained unanswered of course. Few minutes later, the Captain sent for me and the messenger, myself and the Captain were the last to get aboard life-boat #2. The boats were too big and heavy with crew members and personal belongings, unnavigable conditions, fortunately my last message had been relayed to Tadoussac and within a short time, eight canoes manned by two each, were able to pick us up and we reached the shore at Escoumains, many suffering from frozen toes, ears, cheeks, etc.

Three days later we were picked up at Tadoussac by the Lady Grey taken to Murray Bay, by train from there to Quebec and discharged.

All through that ordeal, I slept no more than ten hours knowing my parents were very worried, I kept them informed by Marconigrams daily and I am sure their prayers helped me to keep up my courage and strength.

During WWI, approximately 60 ships were built by various Canadian Shipbuilding companies for the Canadian Government Merchant Marine, the names of all but one ending with the letter "R" to name a few . . . . Canadian Ranger, Canadian Harvester, Canadian Sealer, Canadian Settler, Canadian Squatter, etc., the exception being the "Canadian Recruit" and it was considered a bad omen. She was indeed unlucky. After the mishap described above, the Recruit was refloated the following spring, repaired and back to sea. The following year, she was gutted in St. Johns Harbour and after a few months in dry-dock back into service. Superstitious people would have changed the name before sending her out to sea again, it was not so and her unlucky destiny continued. Some months later she went down to the bottom of the St. Lawrence after a collision with another tramp, at Lower Traverse, just below Crane-Island and was never refloated.



### PICTURES

Picture at top left with insert of late member "Cyp" Ferland is that of the illfated "Canadian Recruit"[XVK] which sank on Dec. 20 1919. Fortunately all the crew were saved - thanks to Mr. Ferland and his 'Wireless'. The picture above shows the "Recruit" head-down at the bow after abandonment.



This edition covers most of the EARLY DAY stations of Eastern Canada and the Maritime Provinces. We plan to include stations of the Great Lakes in another edition. These will cover, not only those on the Northern rim of the Great Lakes but the stations along the St. Lawrence Seaway to Quebec. We also hope to include all of the early AMERICAN stations in this issue. Those who may have historical data important to the issue are invited to furnish same, including pictures of stations [ interiors and exteriors].

CREDITS: There are a number of individuals and others who have furnished considerable information and data on Canadian stations over the years that we would like to mention and thank. These include Cyp Ferland who we can not now thank as he is a Silent Key. Much of the information, pictures etc. were furnished by him. Cyprien became a Silent Key on March 18 1978 (mentioned elsewhere). Also the following: John K. Holland, Arthur P. Stark, Arthur W. Holmes William Deacon, Fred C. Seargent and Spurgeon G. Roscoe. Also to Arthur L. Neal in his historical report - Development of Radio Communication in Canada; SPARGO and the Canadian Amateur publication TCA have been very cooperative, likewise D.A.Moore and Transport Canada.

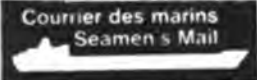
CHANGES: While historical material on foregoing pages covers a time-frame from about 1900 until 1925, there are some changes that should be included. Stations that have been permanently closed include the following: VCB - Three River Quebec; VCD - Grosse Isle, Que.; VCI- Heath Point, Que (1920); VCJ - Harrington - Moved from Cape Whittle; VCL - Point Amour; VCH- Point Riche. VAS - First Transatlantic Station was moved to Montreal in 1926 and the Marine Station moved to Glace Bay the same year; VCR- Cape Ray, Newfoundland - closed Spurgeon G. Roscoe, mentioned in the penultimate paragraph above, wrote a book about the stations and his experiences in Eastern Canada which is very interesting. It took him some five years to write the book which he titled ..."RADIO STATIONS COMMON ? NOT THIS

KIND". Much unpublished history in his book, for example: "While Marconi was successful in obtaining communications from his temporary station on Signal Hill, he was unable to obtain permission to operate a permanent station in Newfoundland due to an agreement made with the Newfoundland Government and the Cable Companies operating transatlantic cable service, therefore this Signal Hill station was moved to a permanent location at Glace Bay Nova Scotia in 1902. Regrettably, Roscoe has been unable to find a publisher. It is much to long for us to handle. We might modestly suggest a change in title name as enhancing the potential for publication and acceptance. If he is ever able to publish I think you will find it interesting and historically very informative.

### IN THE SHORT CIRCUIT COURT

A chap was arrested for assault and battery and brought before the judge.  
Judge (to prisoner): " What is your name, your occupation and what are you charged with ?"  
Prisoner: " My name is Sparks, I am a wireless officer, and I am charged with battery. "  
Judge: "Officer, put this chap in a dry cell."

A bit of Australian humor from the O.T.V.A. Newsletter



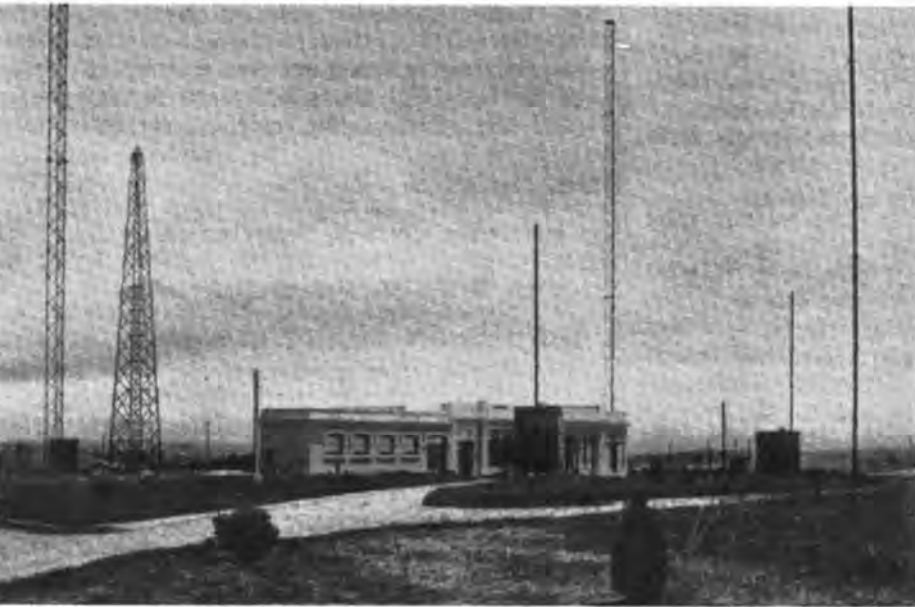
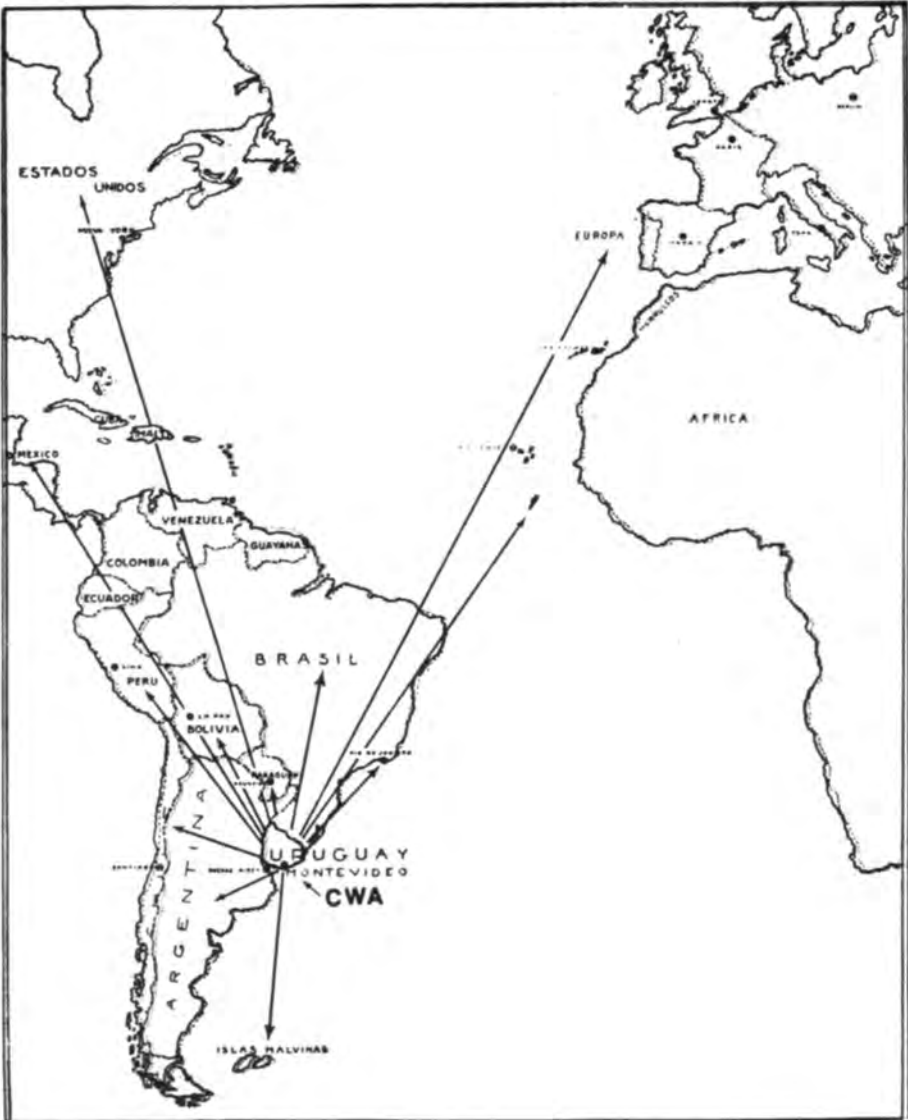
# STATION "CWA" MONTEVIDEO

Many times, on the South American run, I have cleared the hook with Station "CWA" when I could not hook "LIA" with traffic for B.A. and other Argentine points.

I was always impressed with the speed and dispatch the CWA operators handled their traffic. What I think impressed me most was the large number of different nationalities that converged on River Plate ports and the operators seems to be fluent in any language almost regardless of ships nationality. While we use the "Q" signals for most of our work, many times we used "RQ"s and "BQ"s in traffic handling. The seldom asked for a repeat and you could handle at almost any speed. They usually replied at about the speed of ship initiating the contact which alerted them to the ability of the operator.

I had the pleasure of visiting the station circa 1927 when my ship the SS City of Los Angeles visited Montevideo. I was escorted through his station (Cerrito) by Sr. Herrera. I was most impressed with their installation and their traffic handling ability. I am indebted to member Charles Bolvin for some pictures of the CWA station

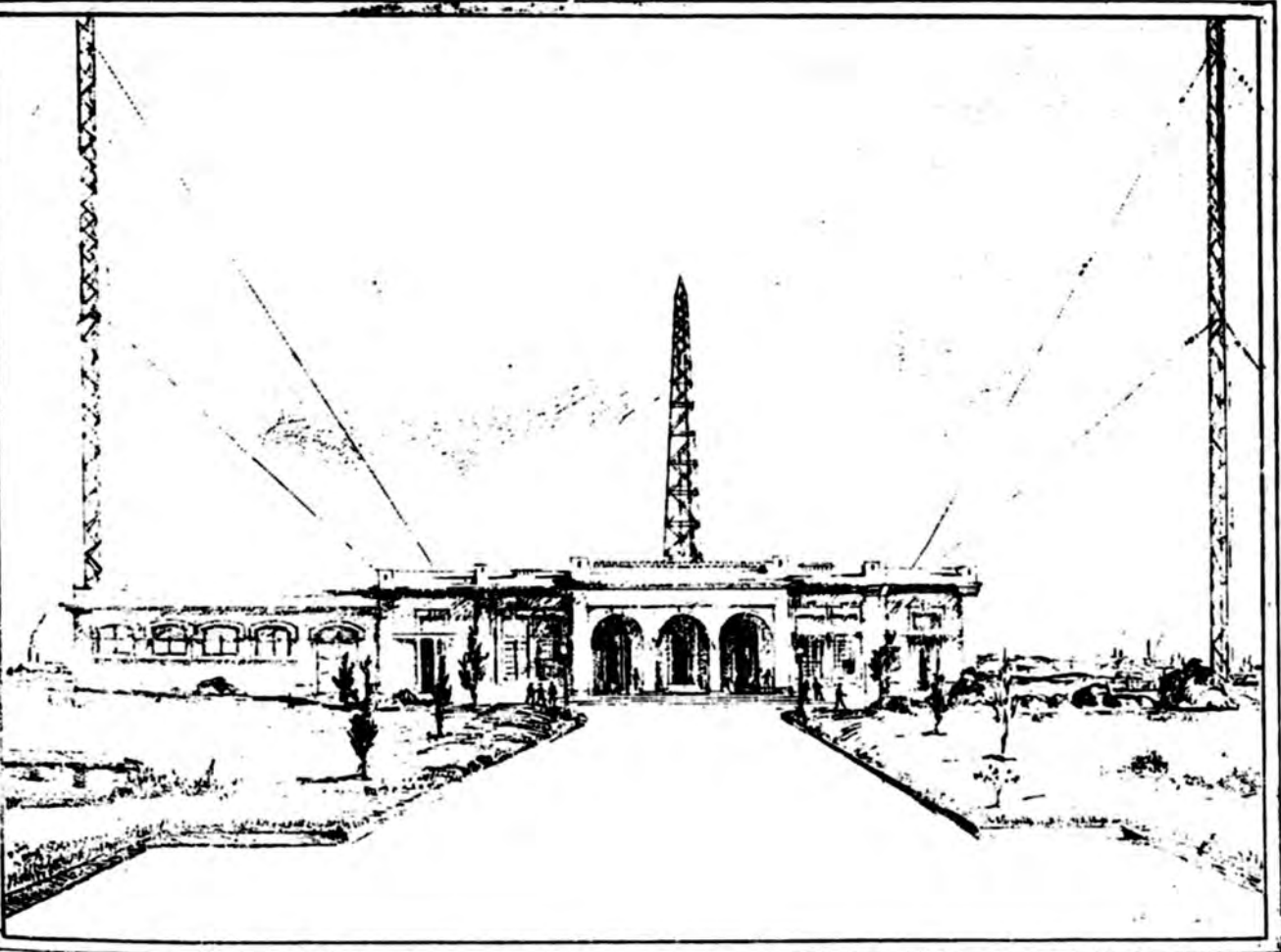
I recall that once off the Northern Brazilian Coast, I mistook the call of Ilhe do Governador "SOH" for an "SOS". Probably a common occurrence.  
W.A.B.



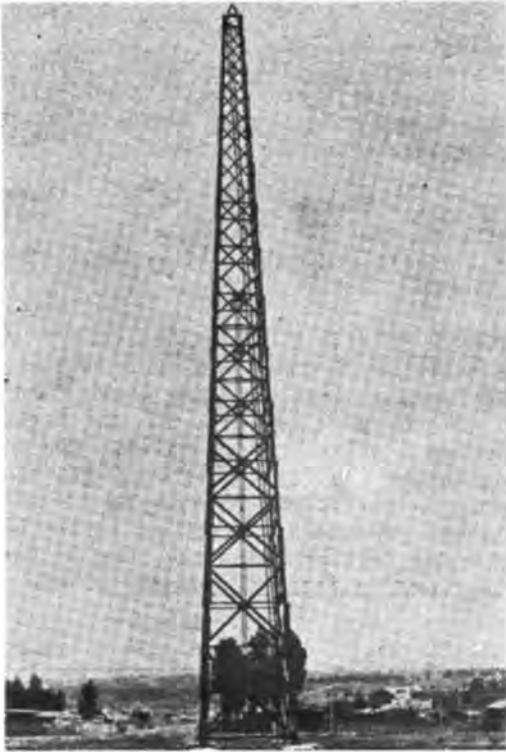
Vista General de la Estación



Radiotelegrafistas de 1.ª clase: Esquivel, de izquierda a derecha: Herrera, Gualberto Balboa, Oscar Ochoa, Luján de control, Valerio Durand, Diego... Radiotelegrafistas de 2.ª clase: (parados, de izquierda a derecha), Juan Branda, Manuel Vissiere, Francisco Varela Fari, Ansel Moreno, Mario Brionani, Manuel Alvarado.



Edificio Principal y Torres



Torre de la antena (ondas cortas)



# INTERESTING NET BULLETINS

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COMPILED AND EDITED BY WILLIAM C. WILLMOT K4TF

**(We Speak Your Language.)**

**SOLID COPY AWARD.** Periodically an announcement should be made on the nets alerting members to the availability of this award. This is one of the ways to reach the newer members on the net.

**OFF FREQUENCY CHECKINS.** A familiar problem to all CHOPS is the off-frequency station checking into a net. Because of the all too frequent QRM, most CW operators operate with narrow bandpass filters. When the NCS is using such a filter, a station more than half a kHz off frequency will usually not be heard unless the NCS tunes up and down looking. This makes the job of NCS that much more difficult - especially when the band is crowded. Perhaps some of you have found a way to solve this problem. If so, how about sharing your system with the rest of us who still struggle with the problem. Any and all suggestions, ideas, etc., will be appreciated. We will publish all ideas in future bulletins.

**BOOKS SOUGHT.** Dan Courtney, K4HDV, ANCS on the Southeastern SOWP net is looking for a copy of Karl Baarslag's books *SOS to the Rescue* and *Coast Guard to the Rescue*. If you know where copies can be obtained, please contact Dan directly. Thanks.

**GOOD NEWS.** On 14 December 1983, the FCC voted to maintain the code requirement for all classes of amateur licenses and to bury the concept of no code. We have only one word to add to that announcement - AMEN.

**10-Year Licenses.** Ten year licenses are now being issued. Current licenses will expire on the dates shown on the licenses. However, new licenses, modifications, and renewals will all be for ten years.

**LIGHTNING.** According to a Swiss monitoring firm, currents flowing in positive lightning run about ten times higher than currents typical of negative lightning. In addition, where negative lightning stays attached to a grounded object for less than a millisecond, positive lightning may hang around for up to a quarter of a second. (Florida Skip).

**CW PRACTICE.** Does anyone have a schedule of commercial stations sending news via CW? If so we'd appreciate knowing the station, frequency and times.

**PASSENGER TERMINALS DEMOLISHED.** Cherbourg's Gare Maritime (France) and Southampton's Ocean Terminal (England) are being torn down. They were originally built for the oceangoing passenger traffic. Unfortunately, the decline of passenger traffic in recent years has not brought in sufficient revenue to justify their continued existence. According to the General Council of British Shipping, some 14 percent of the world's fleet is presently idle.

**OFF FREQUENCY CHECKINS.** We have all experienced the frustration of stations checking in off frequency. Unfortunately, this is the result of too many amateurs not being familiar with the operation of the newer type transceivers.

Many operators do not have a sharp CW filter (500 hz) or if they do, they don't use it on the net. As a result, they may be off frequency by one or two kHz or more. Stations should be reminded to use the narrowest bandpass filter they have when tuning in the NCS, then, if they prefer, after they are checked in, they can turn it off. By using the narrow filter, they will be reasonably assured that they will be within the bandpass of the NCS's receiver.

Many of the modern transceivers were built primarily for SSB use and CW was added as an after thought or a selling gimmick. With the offset being off by as much as 750 cycles or more, zeroing in on a station can be tricky. The above procedure works quite well based on our experience. We'd appreciate your comments after you've tried it. Tnx.

**ANTIQUES.** A historical store is now open at the Antique Wireless Association Store in East Bloomfield, N.Y. They offer a variety of old radio books, tubes, etc.

**TRAFFIC.** While designed for use in Florida, a 58-page *Florida Routing Traffic Guide* should be of interest to all traffic handlers. The publication sells for \$2.50 (plus 50 cents postage) and can be ordered from Florida Skip, P.O. Box 501, Miami Springs, FL 33266.

**THE LAST McELROY.** It is with deep regret that we report the passing of Jack McElroy. Jack was one of five brothers all of whom were telegraphers. Charlie, Howard, Paul and Ted whom you will remember still hold's the world's official CW speed record for 75.2 wpm. Ted died in 1963, and then in the late 60's Paul (PJ) was lost at sea. Charles died about ten years ago and Howard died this past November 8th. Jack died one month later on December 8, 1983.

**INMARSAT.** Inmarsat says that more than 1,900 ships and other users are already equipped with ship-earth stations, and it expects that number to exceed 10,000 by the mid-1990's.

**TANKERS.** The tankers overall casualty rate in 1982 was the lowest recorded since 1968.

**VIDEO TAPE AVAILABLE.** The USCG has a new AMVER video tape available on a loan basis for up to 15 days for those who request it. Send requests to: Commander, Atlantic Area, USCG Governors Island, N.Y. 10004.

**STATION WSC.** Recent information indicates that WSC may be reactivated. They are rebuilding on the old foundation on the same site and intend to start with 1,000 watts to a 300-ft tower on MF and later to increase to 5,000 watts. Initial plans call for operations on 8, 12, and 16 MHz plus 500, 482 and 460 kHz. (Thanks to Pickerill Chapter Newsletter).

**TVI.** To reduce the possibility of TVI, keep radiating portions of all transmitting antennas (including radials) at least 25 feet from house wiring.

**USS KIDD.** The destroyer, USS Kidd (DD-661) has been completely restored and is open to visitors at the Louisiana Naval War Museum. For additional information, contact: Executive Director, LNWM, PO Box 44242, Baton Rouge, La. 70804.

**FREE BROCHURE.** A free brochure containing information on photos and brief histories of many combat ships, auxiliaries, amphibians, and U.S. Army, Dutch, and British troopships, circa WW I, WW II, and Korea is available from: Ship Photos, P.O. Box 1131, Arlington, Va. 22211.

**LISTENERS?** A recent estimate indicates that there are some 500 million short wave receivers in use today throughout the world. According to

\* I DO THINK YOUR PROBLEMS ARE SERIOUS. SS SIMS, THEY'RE JUST NOT VERY INTERESTING.



Time magazine, over 15 million short wave receivers have been sold in the U.S. in the past ten years.

**SCANDANAVIAN ACTIVITY PROPOSED.** Member Rolf Genne, 4099-P, SM6NFF, of Sweden has proposed that members of SOWP join in on a U.S./Scandinavian CW Activity Group (SCAG). Anyone interested is invited to join in. Presently, the sked is for 1430 hours GMT each Sunday on 14,055 kHz. Please announce on all SOWP nets.

**HOSPITAL SHIPS.** The Army Transportation Museum would like to contact anyone who served on board the John J. Meany or Louis A. Milne, both hospital ships, during World War II. Contact the Army Transportation Museum, Ft. Eustis, Va. 23604.

**NEW MUSEUM.** A new museum of old time radio artifacts has sprung up in Alice Springs, Australia. Called the Magic Spark Museum, it is managed by Len Davenport who has collected a good number of old time equipment pieces for the museum.

We cannot help being old, but, we can resist.

**AIR TIME.** The Soviets presently broadcast the longest number of hours each week on the commercial short wave broadcast bands. The U.S. is second with China third and East Germany fourth. Following in descending numbers of hours are: England, Egypt, Taiwan, HCJB, North Korea, Albania, West Germany, Cuba, and Australia.



"I'M DECLARING THE RADIO ROOM OFF LIMITS SO NOBODY CATCHES YOUR CODE."

KEY CLICKS

# Late News Heard on SOWP Nets



It is better to die with a principle  
Than to live without it  
For life without principle  
Is just an empty shell.

(Continued from Page 20)

**AMVER.** The AMVER System operated by the U.S. Coast Guard is a maritime Mutual Assistance program that provides important aid to the development and coordination of search and rescue (SAR) efforts in the oceans of the world. As part of the program, the USCG produces a quarterly publication entitled AMVER Bulletin. Subscriptions to this most interesting publication are free. If interested, write to Commander, Atlantic Area, USCG Governors Island, New York 10004, and request that your name be added to their mailing list. Don't forget to include your name and address.

**WANTED.** H. Hickam, Jr., Box 9122, MSFC, Huntsville, Ala. 35812, a researcher, would like to contact Navy, CG, and merchant ship crew members involved in the Battle of Torpedo Junction in action against the German U-boats operating off the Atlantic coast in early World War II. He is specifically interested in contact with crew members of the destroyers Dickerson, Hambleton, Emmons, and Jacob Jones and Coast Guard cutters Gentian and Dione.

**SOUTH AFRICA.** If you should visit South Africa, be sure to visit the Post Office Museum in Pretoria. They have some exotic Equipment including a 5 needle telegraph and some rare telephones. Of particular interest to radio buffs is the Marconi magnetic detector from the SS Carpathia. This is the ship that received the disaster call from the Titanic in 1912.

**CODE PRACTICE.** WB3IVO of the Brass Pounders Amateur Radio Club transmits code practice drills each Saturday and Tuesday starting at 0200 Z on 3560 kHz; each Saturday and Sunday starting at 2000 Z on 7060. There is also a practice session Monday through Friday starting at 1930 Z on 14,060 kHz. Speeds range from 20 to 60 wpm.

**PROPAGATION.** Scatter propagation is a relatively new technique which permits transmission of radio waves far beyond line of sight distances by using high power and a large transmitting antenna to beam the signal upward into the atmosphere.



"YOU MAY HAVE WRONG  
NUMBER. THIS ISN'T  
SHIP'S ENGINE ROOM  
BUT I AM THE CHIEF."

**U. S. NAVAL INSTITUTE.** Membership in the U. S. Naval Institute is open to any U. S. citizen interested in Naval affairs. For further information, write to the U. S. Naval Institute, Annapolis, Maryland 21402.

**MISCELLANEOUS.** Did you know that during World War II, in spite of our losses of merchant ships which were sunk in U. S. waters, the Germans lost only eight submarines.

**NEW TECHNOLOGY.** The Hughes Aircraft Company has developed an entire electronic system on a chip. The new computer chip which contains 72 thousand transistors is no larger than a thumbtack.

**CHINA.** According to the China Daily, learning English by radio in China is a new craze. Rush hour cyclists are creating a road safety hazard as they study English by listening to their portable radios hung on their bicycle handlebars.

**NEW MUSEUM.** A new small museum has sprung up in the Orkney Islands, north of Scotland. James MacDonald, GM8BFG, has a variety of radio artifacts ranging from early broadcast to military equipment used during World War II.

**CANADA.** A very impressive Canadian monthly newsletter entitled: CANADA TODAY is available. The newsletter is free on request to readers in the U. S. If interested, write to the Canadian Embassy, 1771 N. Street NW, Room 300, Washington, D. C. 20036-2878, and ask to have your name and address placed on their mailing list.

**TIMES HAVE CHANGED.** A new Burger King restaurant has been launched in the Navy exchange at the U. S. Naval Base at Pearl Harbor. It is the first fast food restaurant at any U. S. military installation.

**SUBMARINE.** The USS Cod, a World War II sub, is on permanent display at the Port of Cleveland, Ohio, located between east 9th Street pier and Burke Lakefront Airport. Guided tours are given daily.

**TV SETS.** TV sets manufactured before 1970 should not be used with video games or home computers according to the Food and Drug Administration. They report that the older sets viewed at short distances could cause X-ray exposure higher than recommended doses for the public.

**RANK.** Prior to 1862, there was no rank above that of Captain in the Navy with the exception of the Commander and Chief of the Fleet and the Senior Flag Officer. The rank of Commodore was abolished in 1899. It was reinstated in 1943 for use by convoy commanders in World War II but was again abolished at the end of the war.

**NEW PORT.** The new Soviet Port of Vostochny plans to build a total of 66 cargo piers at the port near Vladivostok, with a total length of nearly 12 miles. The port would handle some 40 million tons of cargo annually.

**NEW FLAG OF CONVENIENCE.** The Republic of Vanuatu, an archipelago in the South Pacific, on January 11, 1983, became the latest flag of convenience nation. The Republic of Vanuatu is composed of some 80 islands, lying between New Caledonia and Fiji in the South Pacific. They have modeled their system after that of Liberia.

**MISCELLANEOUS.** In recent years, governments at all levels have become increasingly aware that the greatest obstacle to economic and social progress is inadequate communication. We are moreover, increasingly dependent on communications for the growth and health of our economy, the smooth functioning of our institutions, and even more important, for the quality of our individual lives.

HELP PUBLICIZE SOWP IN ALL OF  
YOUR QSO's. SOWP NEEDS YOUR  
HELP!



I SUPPOSE THAT'S ALL THEY KNOW."

**"YE OLDE TRANSMITTING TUBE MUSEUM"** Society Member A. C. Jones 3995-V [K6DIA] P.O.Box 97, Crescent City, CA 95531 reports that he has over 800 interesting tubes on display and invites interested individuals or groups to visit. They are also available for transport and display at hamfest, electronic shows or other related events. F.F. Kates W6OVA is the Technical Historian who assists Jones. They invite members and others with old tubes they might wish to dispose of to contact them

**ANN L. SMALLEY - Silent Key** Les Bachman [1219-P] recently furnished us a clip from the Cape Cod Times reporting the death of Miss Smalley who was perhaps the FIRST lady to become a Commander in the U.S. Coast Guard. During WW-2 she served as Radio Officer on the SS Tennessee and her experiences were published in the Sparks Journal. She also published a book titled "The Ship that Sang Soprano" which depicted life as the only woman officer aboard a merchant ship during the war. Her death was on March 5 1984

**WOULD LIKE TO KNOW ....** L. D. Kelsey, C/O: Seamen's Institute, 15 State Street, New York NY 10004 made the following inquiry: "I understood you have a way of tracing and uniting old friends, in the Wireless Field. I am trying to locate Carroll (or Cary) Creighton, formerly in the ARA or ROU and once was in the Navy and later the Merchant Marine as "Sparks". I knew him in Afghanistan in 1950-51 where he was in charge of a radio telephone circuit for about a year. I would appreciate anything you can do to put me in contact with him. Thank you."



# SOWP BULLETINS

(Continued from Page 21)

**MEMORIALS.** The next time you are in Mobile, Alabama, visit the 680 foot battleship the USS Alabama and World War II submarine the USS Drum. Located at the 100-acre battleship memorial park, the ships are open to the public to explore. For additional information, contact: Battleship USS Alabama Memorial Park, P.O. BOX 65, Dept. RO-3, Mobile, Ala. 36601. They also have a free number which you can call which is 1-800-MOB-1948.

**WORLD CRUISE BOOK.** Francis Wickenheiser, 1109 Pleasure Road, Lancaster, PA 17601 is looking for a book or information on where one can be found on the USS Knapp (DE-653) World Cruise Book (1953-1954).

**USCG AMVER SYSTEM.** Last July, the U.S.C.G. AMVER Program celebrated its Silver Jubilee.

**MEMBER WANTS TO KNOW:** Dr. William H. MacGahan, M.D., 22 Main Street, Bloomingdale, N. J. 07403; inquires, "Is there any way you can find out for me what happened to the Grace Liner, MS Santa Inez?" If someone knows, please contact Dr. MacGahan.

**HEALTH.** Researchers at the University of California (San Diego) have found that milk may actually aggravate an acute ulcer. Comparing four popular drinks, namely decaffeinated coffee, tea, beer, and milk, the researchers found beer and milk to be the worst offenders.

**SUBMARINE CABLES.** The first 100 years, from about 1850 to 1950, long-distance submarine cables could carry telegraph signals only. In 1956, the first telephone cable to span an ocean was laid across the Atlantic.

**WARNING.** Tests made by the National Bureau of Standards show that the resistance of the human body may be as low as 300 ohms under unfavorable conditions such as those caused by salt water or perspiration. Using ohm's law, you can see that 30 volts is enough to be fatal.

**TIDES.** The tides of the Bay of Fundy have the potential to produce up to 10 thousand mega-watts of electric power - the equivalent of sixteen nuclear reactors.

## WANT TO KNOW

Inquires if any member would sell, trade or (?) copy of "Marine Radio Manual" authored by Strichartz? Also like to buy old type WP Pin "Wireless Pioneers" (with center flash). Contact Stan C. Kalish, 489 Clinton Ave. Wyckoff, NJ 07481.

**"WSP" [ World Silent Period ] Proposed**  
Member John P. Trent SOWP 2425, 1700 East Tudor Rd, Anchorage Alaska 99507 proposed a "WSP" of 3 minutes at 0011 GMT to 0014 GMT on Nov. 11 1984 by Amateur Radio throughout the world in honor of soldiers and veterans lost in wars by all countries. It is the 11th day, 11th month, 11th minute. All bands, Candle light in memory" We would endorse the idea.

## MEMBER HONORED

Ira J. Kaar - 326-SGP was recently honored by the Utah Broadcasters Association in a Pioneer Awards Ceremony at Hotel Utah, Salt Lake City for his technological innovations in the communications field. Kaar built Utah's first broadcast Station KDYL in 1922. He holds some 14 patents on RF circuitry and devices. Congrats. His QTH is 5394-C Paseo del Lago West, Laguna Hills, CA 92653

## OLD CARGO SHIPS REPORTED PERIL TO SAILORS ...

The Philadelphia Inquirer said more than 350 American sailors have died since 1963 in accidents on old ships that operated beyond the recommended age of 20 years. More than half suspected of being caused by major structural, mechanical or design failures. The paper reports 38 percent of the U.S. Fleet is officially "overage" - 20 years or more as compared to only 11 percent of world fleet.

## WHITE'S RADIO LOG.

Back in 1924 Charles DeWitt White published the first issue of what has since become a legend among DX'ers around the world. The White's Radio Log. It has had many changes over the years but the new format is very fine published in convenient digest-size. Many of our members might be interested in this fine little publication. The tab is \$6.45 ppd. QTH: Don Gabree, Worldwide Publications Inc. PO Box 5206, North Branch NJ 08876.

## SWISS CHAPTER NET CHANGE

Eric Walter, Director of the SOWP Swiss Chapter reports their weekly Sunday schedule will be changed from 7033 KHz to 7027 KHz This due to heavy QRM from a RTTY station HB9XJ-Hans will be the CHOP on the Swiss Edelweiss Net.

## U.S. QSL SERVICE

Lary C. Berry, US QSL SERVICE, INC. POB 814, Mulino OR 97042 reports a free, non-profit service. Invites those interested to drop him a line at the above address.

## CHARLIE REPORTS. . .

Charlie reports from Reno that the Earth's magnetic field is only 50% of that, or, of what it was 4000 years ago and magnetic compasses which now point toward the North will in another 4000 years be manufactured with needles showing the South (???).

## ANNIVERSARY DINNER

The New England Wireless & Steam Museum 697 Tillinghast Road, East Greenwich, R.I. 02818 held their 20th Anniversary Dinner on April 27 1984. The dinner held at the Rhode Island Inn in Warwick, RI. was preceded by the dedication of the newly restored MASSIE TELEGRAPH STATION "PJ" (Point Judith) the oldest known surviving structure built expressly to be a radio station. Lee de Forest first put the station on the air in 1903. It was originally part of a wireless communication link connecting Block Island to the mainland. In 1904 the Massie Wireless Telegraph System took over the station's operation and in 1907 built the building which the museum volunteers have recently moved and restored. This unique station contains examples of radio equipment dating from the beginning of the electronic age. Both the building and the equipment have great historical importance in the radio history of our country... When visiting New England the next time, suggest members place the Museum on their ... "to see list".

## US MERCHANT MARINE FLEET ... totaled

700 vessels with carrying capacity of 24.9 million DW tons on 9/1/83 of which 557 were oceangoing ships and 143 Great Lakes vessels. Compared to a year before, the fleet decreased by 12 but carrying capacity was up 451,000 dwt and 15 merchant ships totaling 465,780 dwt were under construction or on order. In US shipyards - 10 tankers, 2 tug/barges, 2 incinerator ships, 1 frtfrh snf 1 research vessel, according to the Maritime Administration, 400 7th St. SW, D.C. Washington.

## Cable Break

Kent, Wn.

Dear Bill, Et Al;

Here's a choice bit for some of the youngsters which you may wish to add to your next 'Spark's Journal', even as a filler. When I was at NPB, Sitka, AA. in 1920 & '21, I was rummaging thru the attic over the Opr. room and found a mess of old LOG sheets from around 1905 and up. Daily reports read as follows: 'Unable to hear anyone / Unable to hear anyone. Day after day. Then BINGO-there IS somebody else out there. Log of communication with some ship. Or between some ship and another station. This went on for days. It must have been a really dull and boring watch to stand, unless one had a good thriller to read. I don't know how many Ops they had there then.

During my tour of duty there we had five Ops. and stood 8 on & 32 off when business was regular and it made a good detail. But man, when that old Army Cable broke, (which was NOT infrequent) we really went to work. I had a good FIST, as did the Chief, (name of M.T. Sprinkle) ('EMPTY' Sprinkle), and we would stand 2 hrs on & 6 off routine, just straight transmitting, then the other Ops would do likewise receiving. That was when we broke the record for the entire Pacific Div. (including Comm.) for words handled in a 24 hr. period. Old KPH was included. This nearly all came thru old NPE. Those were the good old days.

Man, I tell you the old Clapper relay key we had then really took a beating. The contacts had to be cleaned during the receiving periods, (this was a normally daily chore). That old Sta. was built in 1904, I think-- "Virginia Slims" you don't know what a LONG WAY WE have come. Wonder how many of the old gang are still around. I just had my 85th a week ago and you are two up on me. Many more happy ones, Bill and tnx for putting this thing all together.

"73"

S/O. J. Marshall - 2201-SGP



"We need someone to pilot that burning oil tanker through those dynamite barges so I'm going through the roster alphabetically."

*Vignette of a Pioneer*

NEWS-POST  
**Lifestyles**



**SIX POINT STAR** — 'Gene' Eagles proudly displays the six-point star that helped to win peace to the West. Eagles had a varied career in the wild west and finds that retirement is the perfect time to remember his adventures. Eagles will be honored at Cypress College on Tuesday.

Eagles grinned, then told Williams, "I don't know if I can be much help, but I can assure you of at least two votes."



## Loosely Coupled Definitions

Cartoons -Credit Wireless Age - March 1914



## THE INTERRUPTER



## WORKING HIS TRICK

## Editorial Comment

Member Eagles was one of venerable Pioneers who attended most of the early meetings of the De Forest Chapter (III) in the Los Angeles area as long as his health permitted. May he RIP.



# The Halifax Holocaust



"Epic Cruise of the USS. Morrow" as furnished by Rear Admiral Irl V. Beall

## Member's Eve-Witness Report of Disaster that Killed or Injured over Ten Thousand

**D**etroit was the permanent station of the U.S. Coast Guard cutter MORRILL prior to, and during the early months that we were in World War I. In wartime the Coast Guard is a part of the Navy. Fifty years ago, from our declaration of war on April 6, 1917, until early November, MORRILL was in charge of the naval patrols on the Detroit and St. Clair Rivers, and several times assisted freighters that had gone aground there.

In early November orders were received for our ship to proceed to Philadelphia Navy Yard for duty in the Fourth Naval District, and we sailed from Detroit at 4 p.m. on November 10, 1917. MORRILL was under the command of First Lieutenant George E. Wilcox, USCG. Other commissioned officers on board were: Second Lieutenant H. G. Hemingway, USCG, Executive Officer; Lieutenant Whitney M. Prall, USCG, Engineering Officer; Assistant Surgeon J. J. Hardy, USNR; and Ensigns C. M. Kreitenstein and Daniel Curry, USNR. Four Coast Guard warrant officers and about fifty Coast Guard and Navy enlisted men comprised the remainder of the crew—quite a large number for a vessel 147 feet long. I was one of the three electricians - radio.

The commanding officer of a Coast Guard or Naval vessel is always addressed and referred to as "Captain," regardless of his rank, except in written communications. Also, the master of a merchant vessel is always addressed as "Captain," even though his license is titled "Master." Consequently, First Lieutenant Wilcox, Commanding Officer of the MORRILL, is always referred to as "Captain Wilcox" in this article. And a very fine captain he was too, loved and respected by the ship's entire crew and others who knew him. His crew would have gone through "hellfire and brimstone" if he had given the order, and some of us did just that!

Our peacetime commercial radio call was "NRC," but this was not used in wartime unless absolutely necessary. Our wartime radio call was changed every three months, at the beginning of each quarter, and it was expected that the call assigned to us for the last quarter of 1917 would be sufficient during our trip to Philadelphia, which was to be about three weeks.

A delay in Quebec and our presence in Halifax harbor on December 6th made our voyage one of three months instead of three weeks. This left us not knowing our radio call after January 1st. We did not know when we were called and did not know what to sign if we transmitted. So we maintained "radio silence" after that date and until we reached Boston Navy Yard about January 12th, where we were given our new call letters.

We had an uneventful trip from Detroit to Quebec. We passed the Great Lakes Towing Company wrecker

FAVORITE in the Welland Canal where she was assisting bisected lake steamers through the canal on their way to Montreal where they were joined together again for ocean service. For several years I had been very interested in the FAVORITE's wrecking operations on the Lakes, especially her long period of working on the CHARLES S. PRICE, sunk in lower Lake Huron in the storm of November 1913, and her excellent record of "getting the job done right." Her radio call was "WCF."

We had expected to stay in Quebec only overnight, but soon after we arrived Canadian Naval authorities requested our captain to remain long enough to escort six Canadian "drifters" to Halifax. They were small steam-driven vessels that had just been completed for coastal mine sweeping duty in Canadian and British Isle waters. This delayed us a few days in Quebec until they were ready to sail. If we had kept on our original schedule we would undoubtedly have been far beyond Halifax on December 6th.

Our little fleet spent one night in Gaspé where the townspeople gave us a warm welcome and entertained many of the ships' personnel in the church community house. Near the end of the coffee, cakes, pies and games, an auction was held to help defray the cost of their new church. One Canadian officer ran up the bid to \$15.00 for a cake, but it didn't last long after it was taken to his table!

Near the end of the auction period the auctioneer, with the good priest standing beside him on the platform, held up a picture and said, "Now, how much am I bid for this picture of our dear Father who is here beside me to autograph it for the lucky bidder?" "Fifty cents," yelled a British sailor. "Why, my good man," said the auctioneer, "the frame alone is worth that much." "Well," said the sailor, "that's all I want is the frame." Needless to say, he was far outbid for the Father's picture!

Off Charlottetown, P.E.I., the drifters left us and continued on to Halifax, while MORRILL went into the dock in that city, where we spent Thanksgiving Day, and remained there and in Port Hawkesbury several days. We did not get to Halifax until December 5th, in the afternoon.

The Royal Canadian Navy was only four years old when war came to Canada on August 4, 1914. HMCS NIOBE, formerly a Royal Navy ship, and turned over to Canada, was soon in action, and while cruising down off the Virginia Capes, covered herself with glory by picking up forty-one prizes—more ships by far than any other vessel in the Empire's combined navies.

After entering the harbor MORRILL moved up alongside HMCS NIOBE, and by megaphone requested



USS. MORRILL ANCHORED AT DETROIT 1917



Rear Admiral Irl V. Beall, SOWP Member 399-SGP buy at his desk writing the sea story "East Indian of Detroit" Spring of 1974. Radmi. Beall now retired lives at Healdsburg, Calif [ In the Wine Country ].



permission to dock astern of that big cruiser. Our captain was informed that another ship was expected to dock there soon, and directed MORRILL to anchor out in the harbor and come in alongside the NIOBE the following morning. Had our captain's request to dock on the 5th been approved, the USCG cutter MORRILL would probably have passed beneath the waters the next morning.

Instead, the MORRILL anchored over near Dartmouth Cove to take on coal and water. Early the next morning the water boat came out and moored to our starboard side. This side was seaward, or toward the harbor entrance, while our portside was toward the Narrows and Bedford Basin. Soon after eight bells had been struck on that December 6th morning, there came across the placid waters of the harbor a huge rumbling roar, a blast--followed a few seconds later by a second explosion! (Halifax time was one hour ahead of our ship's time, as we had expected to be in that time zone only a few days.)

Before eight o'clock we had noticed a lot of smoke up beyond the dockyard, and one of our crew asked the water boatman what it might be. He replied, "Oh, it's probably a fire over in the dockyard."

By this time I was standing on the forecandle head with several other crew members watching the heavy clouds of black smoke, as by then we knew that it was a burning ship. Then about 9:05 Halifax time the vessel blew up, knocking us all to the deck! I crawled under the legs of a gun mount to escape the falling pieces of metal, while high in the air there were thousands of small explosions. One piece of metal that probably weighed several pounds came down through the deck of the water boat on our starboard side.

Moments after the explosion there passed over the MORRILL a large bulkhead weighing tons, which resembled a ship's boiler. It fell a few cable-lengths from the MORRILL, and threw up a column of water resembling that of an exploding mine.

The MORRILL had been built in Wilmington, Delaware, in 1889. She had an iron hull, and all her deck-houses, including her pilothouse, chart room and radio room on the main and top decks, were of wood with glass windows, rather than port holes. All windows throughout the ship were blown out and several men were cut by flying glass. Otherwise none of our crew was injured. So great was the effect of the explosion that our little ship was virtually lifted out of the water, then settled back with a half-rolling, half-pitching motion, her body shivering, with broken glass tinkling all over her decks.

Before continuing with the disaster itself it is believed best to give some of the details leading up to the explosion. The following information is from the excellent article "Day of Disaster," by Mr. H.B. Jefferson in the ATLANTIC ADVOCATE, January 1958. Mr. Jefferson, as a young reporter, originally covered the official enquiry for the HALIFAX HERALD. Permission to use this material has been received from the ATLANTIC ADVOCATE, which is published in Fredericton, New Brunswick, Canada. Mr. Jefferson's description of events on that December 6th are unquestionably accurate and greatly supplement my own experiences on that day. My own comments are enclosed in brackets.

The old French Line freighter MONT BLANC, loaded down almost to her North Atlantic winter Plimsoll marks, lumbered up from New York too late to pass the boom. She anchored for the night at the examination ground outside, where Captain Aime Lemedec produced for the examination officer a manifest showing a full cargo of bulk explosives. Principal item: 2,300 tons of picric acid. Twenty per cent wet picric acid in barrels filled the forward holds; dry picric acid in barrels and bags, and guncotton in cases crammed the forward 'tween decks; four hundred tons of TNT filled her after hold to capacity. On deck there were 424 steel drums of benzol, a supergaso-line byproduct of steelmaking.

(Continued on Page 26)

## HALIFAX & USS. MORRILL—Adm. BEALE

(Continued from Page 25)

In Gravesend Bay (off New York harbor), the men loading the MONT BLANC had been compelled to wear canvas and rubber shoes to avoid striking a spark. Her entire hull had been lined with wood for the same reason. The ship was a floating bomb that required only a slight impact to set off.

On the other side of the harbor boom, four miles away in Bedford Basin, lay the Norwegian steamship IMO, formerly the White Star liner RUNIC, a big old-fashioned vessel with four masts. She had arrived two days before from Rotterdam in ballast, bound for New York to pick up another cargo of Belgian relief supplies. Her sailing was delayed until the morning of the 6th, due to a shortage of coal which was put on board during the night. (The boom at the harbor entrance was only open during certain daylight hours and no vessels were permitted to pass in or out during darkness.)

Early in the morning of December 6, the small three-funneled British cruiser HIGHFLYER anchored in mid-stream abreast the NIOBE, moored at the dockyard as flagship for the port admiral and general naval headquarters.

MONT BLANC came through the boom gate shortly after 8 a.m. and proceeded upstream. At about the same time the IMO raised anchor and moved toward the Narrows which connect Bedford Basin with the main harbor. As she entered the Narrows the tug STELLA MARIS with two scows came out of the shipyard and started across toward Dartmouth. IMO blew one blast and the tug turned and hugged the Halifax shore.

Also coming toward them from the harbor they could see a large steamship just east of HIGHFLYER. As they neared one another there was still plenty of room to pass if the IMO continued down the Halifax side and the MONT BLANC up the Dartmouth shore. For reasons never satisfactorily explained, the MONT BLANC suddenly turned toward Halifax across IMO's bow, or as suddenly as a heavily laden ship can do.

Pilot and officers of the IMO seemed to be prepared for such an emergency. They already had their engines going full astern and they swung the ship's bow farther toward Halifax. Their manoeuvre nearly succeeded. Experienced marine observers testified that the IMO was almost stopped when her bow touched MONT BLANC's starboard side abreast No. 1 hatch.

It was between 8:40 and 8:45 when a passing naval dispatch boat stopped to observe the damage, and reported that the impact merely broke the steelplate skin of MONT BLANC, making a long, wedge-shaped cut from waterline to main deck. Through this hole could be seen the barrels of picric, undisturbed, neatly ranged in tiers.

As the IMO backed away they could see something else—a flame about a foot high that had instantly appeared in the bottom of the gash right at MONT BLANC's waterline. Thick black smoke soon began to rise from her deck.

On the bridge, Captain Lemedec gave urgent orders to abandon ship. Two boats were instantly lowered and filled. The captain's last order was to put the helm amidships. The slight shove from IMO had deflected MONT BLANC's course so that she was edging south. But for the midships order she might have



stranded much farther down the harbor, nearer the center of population, with heavier loss of life and property. As it was, her momentum was now slowly carrying her towards Pier 6 instead of Pier 9.

MONT BLANC headed slowly in until her bow grated on shore just south of Pier 6. A marine observer upstream said she moved exactly as if being placed alongside the pier by a skilled pilot. Her crew meanwhile rowed frantically toward Dartmouth, landed, formed up by divisions for a quick roll call, and took shelter in the woods. With them was Pilot Francis Mackey.

Up in the Narrows, Captain Horatio Brannen in STELLA MARIS, anchored his scows and steamed back to offer aid. He rigged fire hoses and ran into the narrow space between MONT BLANC and Pier 6. The heat proved intolerable and they backed out—just in time. A changing tide swung MONT BLANC against Pier 6 and set the sheds on fire. The bow remained aground.

While STELLA MARIS was still alongside, a naval pin-nace arrived, and her sailors climbed on board MONT BLANC and tried to rig hoses. The captain of HIGHFLYER boarded STELLA MARIS from a rowboat and asked Captain Brannen to "put a line on her" and tow her out into the stream. Pilot Hayes on the IMO stopped trying to turn around to go back to Bedford Basin, and started down harbor to get more elbowroom.

In the dockyard, Captain Fred C. C. Pasco, RN, a fine old bearded British seadog of forty years experience, heard the commotion from the Captain's house where he was residing temporarily while relieving Captain E. H. Martin, regular commandant. Pasco dashed to the phone but it was only 8:45 and most dockyard officials were still "en route" from homes to offices. Captain Pasco had just finished telephoning and had walked to the center of his living room when MONT BLANC exploded.

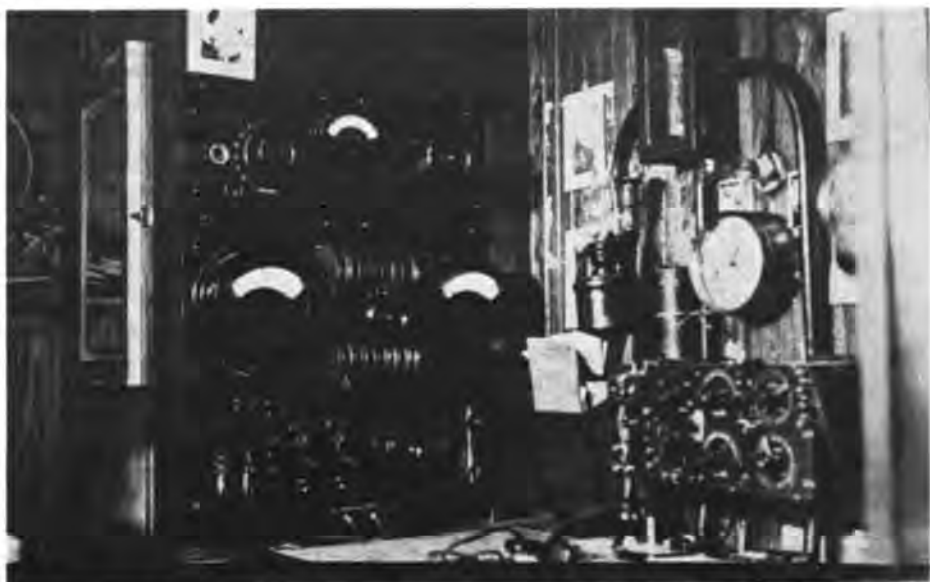
There was no sharp bang. Rather a muffled w-h-o-o-m! Survivors who were nearby cannot recall hearing ANYTHING. Those farther downtown recall it as a rumbling roar (as did we on MORRILL). A giant mushroom cloud, so familiar now in connection with atomic blasts, rose miles in the air over the Narrows. The French ship simply vanished into thin air.

Days later her 95 mm. stern gun was found in Albro Lake, back of Dartmouth, and a piece of her anchor stock came down in Spryfield, two miles in the other direction behind Halifax. No other traces were ever found except a few pieces of steelplate that penetrated IMO's hull and lodged there. The rest of her disintegrated in hot shrapnel.

The captain of HIGHFLYER and his two boats' crews never were seen again. The norther end district known as Richmond was blasted off the map and its inhabitants buried under the ruins. The north end of Dartmouth, not so thickly populated, suffered a similar fate. Even the MONT BLANC's crew, sheltering in the woods, did not escape. Several were injured and one man died. (The old cruiser, HMCS NIOBE, had four funnels. After MONT BLANC exploded, NIOBE's No. 1 funnel was gone; it probably went overboard or into the dockyard. No. 2 was as flat as a pancake against No. 3, which was badly crushed in, and leaning against funnel No. 4, the latter being upright. All of the ship's upper works and decks were a shambles, and I do not know how many of her crew were killed and injured.)

Four-hundred feet upstream the new British steamship CARACAS, moored at Pier 8, lost forty-nine of her crew out of fifty-five on board. She tore away from the wharf and sank in the stream. STELLA MARIS was wrecked and driven ashore. So was IMO which

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Radio Room, SS. Lake Charlotte - KQEO - 1920  
Richard Rosen - R/O. ( Adm. Beale Picture)

## AWESOME TOLL OF HALIFAX EXPLOSION

(Continued from Page 26)



lost Captain Haakon From, Pilot William Hayes and four other officers. Boats from the HIGHFLYER rescued the badly injured survivors.

Charles John Mayers, third mate of the MIDDLEHAM CASTLE, lying in the shipyard, walked down to within one-hundred yards of the fire, heard the preliminary explosions and ran back toward his ship, had almost made it when overtaken by the blast. Mayers had the sensation of rising in the air, passing and being passed by flying objects. Then he blacked out. When he came to he was lying half-a-mile away on the top of Fort Needham Hill with only his boots on. Harry Dustan at the North Gate of the railway station had escaped injury. From force of railroad habit, he looked at his watch. It was just 9:05 a.m.

At the time it was estimated that fully 3,000 persons in all had died by the blast, fire and cold. But the Halifax Relief Commission, which has the only organized statistics (completely accurate as far as they go) says that total listed fatalities (killed and died of wounds) number 1,635. (The Honorable Charles A. Vaughan, Mayor of Halifax, recently gave the writer these figures: killed outright, 1,635; injured, 9,000; loss of eye-sight, 199.)

Sixteen-hundred buildings were totally destroyed, twelve-thousand more or less badly damaged within an area of sixteen miles. Property damage was placed at \$35,000,000.

Cause of the disaster was still unknown to most people soon after the explosion. Even Captain Pasco at first thought the HIGHFLYER's magazine must have blown up. He received severe head wounds which partially blinded him, and after struggling for several hours, handed over command to Captain Walter Hose. (MORRILL's doctor, Assistant Surgeon J. J. Hardy, USNR, and our party treated Captain Pasco's head wounds, got some thin boards and bandaged up his broken arm while he was sitting on a log in the dockyard with fire all around us. He was a fine old gentleman.)

While the city was still burning, word went round that the dockyard magazine was on fire (as indeed it was) and would cause even greater havoc than the first blast.

This is what I personally observed in the dockyard at that time. The magazine entrance was at the bottom of a slope facing the edge of the pier about 400 feet away. Two lines of Canadian sailors and soldiers, and I assume some British, were going into the magazine empty-handed and coming out, each with a box of explosives, bag of powder, etc., hurrying down to the pier and dumping them into the water, while fire outside the magazine was burning all around them. I don't think there was any fire in the magazine or it would have blown up. I certainly admire the courage of those men.

More selections from Mr. Jefferson's article regarding later investigations, boards of inquiry, appeals, etc. follow:

The Drysdale Board found the MONT BLANC solely to blame, her captain and pilot guilty of "gross negligence" in violating navigation rules (which it said was the cause of the collision) and in not warning the inhabitants of imminent explosion.

In Exchequer Court, IMO and MONT BLANC sued each other for \$2,000,000.

On appeal to the Supreme Court of Canada, Chief Justice Sir Louis Davies and Justice Idington found MONT BLANC solely to blame. Justices Brodeur and Mignault found IMO solely to blame. Justice Anglin found both ships negligent. Brodeur and Mignault then shifted to Anglin's view and the verdict stood: BOTH SHIPS NEGLIGENT.

1635 Killed

1600 Buildings Totally Destroyed

200 Lost Eyesight

12,000 Buildings Damaged

9000 Injured

\$35,000,000 Property Damage

### Maritime Casualties - Not included

After it was ascertained that the MORRILL was not seriously damaged, attention was turned to the needs ashore. Second Lieutenant H. G. Hemingway was directed to assemble a landing party equipped with first aid supplies, and go ashore immediately. Included were Assistant Surgeon Hardy and Ensign Kreitenstein, the other officers assigned to the party, Warrant Gunner John DeCosta, Boatswain Charles Lundgren, and about twenty-five enlisted men, including myself. Our two lifeboats were towed ashore by the motor launch as there were too many men in the boats to use the oars. The whole crew wanted to go but someone had "to watch the store."

As soon as our boats had left the ship's side, steam was ordered, the anchor hove short, and stood by in case MORRILL was needed to tow other craft from the danger zone. Two hours later one of our boats returned to the ship with the request for all linen that could be spared. Sheets, pillow cases, table linen and towelings were sent ashore to be used as bandages. The ship was practically stripped of her linen supply.

Our relief party returned to the ship at 5:30 p.m., except Doctor Hardy. I got something to eat--the first since breakfast--and then had the radio watch until midnight. It was a long, hard day, but we all felt very fortunate to be alive.

On the day of the explosion there was no wind, no snow on the ground, and it was fairly clear until the city began burning. There was a very light breeze and the smoke drifted across the upper harbor and over Dartmouth area. But that night a raging blizzard set in bringing heavy snow, and with all of MORRILL's windows nailed up with canvas, visibility was zero to the quartermaster and anchor watch on deck, and to anyone awake within the ship.

I had gotten off radio watch at midnight and turned in. Our radiomen's sleeping quarters were adjacent to the operating room, with three bunks arranged vertically on the aft side. Chief Radioman Olsen's bunk was on the bottom, but it was vacant as he was on watch. Mine was in the middle and Maurice Rice, Radioman 3rd class, was asleep on the top bunk.

About 3 a.m. there was a big crash and MORRILL heeled over about 45 degrees! I was thrown out of my bunk onto the deck, and Rice came down on top of me. Getting some clothes on as quickly as possible we rushed out on deck and saw a big ship with her bow touching our ship. She had rammed MORRILL on the portside about 25 feet from the bow, cutting a pie-shaped hole from the top deck of the forecastle to just above the waterline.

Shouting back and forth by megaphone through the raging storm, it was learned that the steamer that hit us was the NORTH WIND, a former Great Lakes package freighter that had only recently been put back together at Montreal. She had lost both her anchors in the harbor and was drifting around, not knowing which way to go in the storm.

The collision brought down all of the rigging of MORRILL's foremast--it probably had been up there since 1889--broke the pilothouse and chart room loose from the deck and moved them about three inches



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(Continued from Page 27)

HALIFAX-BEALE

to starboard. Fortunately it did not break the steering cables, engineroom telegraph wires (the old pull bell type), nor any electrical wiring which might have caused a fire. The two lifeboats on the portside had been swung inboard the evening before in preparation for going to a dock early in the morning, so they were not damaged by the NORTH WIND.

The next morning the big towing hawser was brought up and several turns made with it over the top of the pilothouse and chart room, and down under from one side of the ship to the other through the opening aft of the forecastle. The ship had some sails in the hold that had in earlier years been used schooner-fashion on the two masts. I recall their being so used in 1915 on Lake Huron. Two were brought up and placed over the hole made by NORTH WIND, one end firmly secured along the deck of the forecastle head, and several strong lines attached to the bottom, run underneath the ship and brought up on the starboard side and made fast. The hole did not leak much, and this arrangement--with close inspection and some adjustments--remained comparatively intact until we reached the Coast Guard Yard near Baltimore over two months later.

The following day Captain Wilcox received orders from Washington to proceed to the Gulf of St. Lawrence, to assist ships in the ice and aid in rescuing anyone whose vessel had been crushed by ice and gone down. However, these orders were cancelled the next morning, but he was directed not to leave the Halifax area until we had given assistance to an American ship ashore about ten miles northeast of the harbor entrance. We went out there and I saw another old "friend" from the Great Lakes, the SS SARANAC, originally a Lehigh Valley Railroad line boat that was taken over by Great Lakes Transit Corporation. She was really close in, and at low tide the crew could walk ashore. Her starboard side was right up to the shore and they had placed bales of hay from the cargo so they could walk across without getting their feet wet, or even muddy.

MORRILL finally departed Halifax on December 18th. We crept in and out of bays, coves and some small ports where we found shelter from winter storms, and took on coal, water and food whenever necessary or possible. On New Year's Day 1918 we were in the ice in St. Mary's Bay on the west coast of Nova Scotia, where we ceased to have radio call letters, other than our commercial international call of "NRC" which we were forbidden to use unless it became urgently necessary.

Just before the MORRILL had departed Halifax for Baltimore Captain Wilcox held general muster and read the following letter to the crew:

British Embassy,  
Washington, December 10, 1917

No. 584  
Sir:--

I have the honor to inform you that I have received a telegram from the Naval Attache to this Embassy, sent from Halifax, in which he refers to the splendid work done by rescue parties of American seamen

in aiding the sufferers from the disaster which has befallen the town.

I have not as yet received any further details on the subject, but I venture to inform you of this testimony to the valuable work done on this occasion, as in so many others, by the men of the American Navy. The promptitude with which the Navy's help was given to Halifax was, if I may say so, in accord with the reputation of the service, and rendered that help doubly valuable.

I have the honor to be,  
With the highest consideration, Sir,  
Your most obedient Humble servant,  
(signed) CECIL SPRING RICE

The Honorable Robert Lansing.

(Sir Cecil Spring Rice was, at that time, the British Ambassador to the United States, and Robert Lansing was the United States Secretary of State.)

A month later, at the Coast Guard Academy pier, Fort Trumbull, New London, Connecticut, Captain Wilcox read the following letter to the MORRILL's mustered crew:

January 9, 1918

Sir:--

From reports received at the Department in relation to the recent disaster at Halifax, Nova Scotia, it is noted that the Coast Guard Cutter MORRILL, under your command, though considerably damaged by the violent explosion of munitions on another ship, was the first to render assistance to the distressed inhabitants of the stricken city; that you promptly sent a relief party ashore in charge of Second Lieutenant H. G. Hemingway, U.S. Coast Guard, and that through his initiative and the admirable efforts of the entire party much humanitarian work was accomplished. Reports further indicate that you and the officers and men under your command volunteered to continue relief work during the ensuing night.

Such reports are highly gratifying to the Department. The horrors of the situation rendered the services of the rescuers the more conspicuous. The Department wishes to compliment and congratulate the entire ship's force, and you and Lieutenant Hemingway in particular, upon a noble duty well performed.

Very respectfully,  
(signed) JOSEPHUS DANIELS  
Secretary of the Navy

To: First Lieutenant, George E. Wilcox, U.S. Coast Guard, Command Officer, Coast Guard Cutter MORRILL, care Postmaster, New York, N. Y.

Irl V. Beall, retired Lieutenant Commander of the U.S. Coast Guard, resides in Healdsburg, California. He also holds the honorary rank of Rear Admiral, U.S.S. Alabama, and is a member of the Great Lakes Historical Society. In 1925 he was radio operator on Henry Ford's yacht Sialia, and from 1929 to 1933 was instructor in communications and radio engineering at the U.S. Coast Guard Academy. Readers of INLAND SEAS will remember the author's article "The Bells of Land and Sea," which was published in the Winter of 1964 and Spring 1965 issues of this Journal.

EPILOGUE-Last Leg of Ill-fated Trip of the USCGC. Morrill

The U.S. Coast Guard Cutter MORRILL, International radio call NRC, and quarterly Navy wartime call NW from October 1 to December 31, 1917, departed Detroit, Mich. on November 10, 1917, for Philadelphia Navy Yard. We expected a leisurely trip requiring not more than three weeks, which would bring us to Philadelphia well before our tactical radio call expired at midnight Dec. 31st. The Navy had directed us to NOT use our radio call "NRC" unless in distress or for other dire emergency situations.

MORRILL had only a bunker coal capacity of 40 tons, and fresh water tank capacity of 1,000 gallons. On the Great Lakes coal-ing ports were available close together, and boiler feed water was pumped out of the lakes, leaving the water in the two tanks for cooking and crew's use only. When we got to salt water this ship's fresh water had to be used for the boiler also, so each filling didn't last many days.

At Quebec we were delayed nearly a week awaiting the preparation of six small minesweepers destined for British waters, and we had orders to escort them to Halifax. These sweepers, being new, one or more would have engine trouble at times, so

we would all have to stop until repairs were made. In addition, we all had to go into ports such as Gaspe, Charlottown, PEI and Port Hawksbury for coal, water and food supplies.

Consequently, we didn't arrive in Halifax until the afternoon of December 5th, and MORRILL anchored in the middle of the harbor, and the minesweepers went to the dockyard. MORRILL at first went up to the stern of the big cruiser NIOBE to moor at the dock, but was ordered out into the harbor for the night as another ship was expected in to dock there. That move undoubtedly saved our ship and the lives of most of us on board.

The following morning at about 9:10 Halifax time the French ammunition ship MONT BLANC, after collision with the Norwegian freighter IMO, exploded not far from the NIOBE after it had run into the docks not far from the cruiser. Over 1,600 people on ships and ashore were killed and over 20,000 injured, NIOBE was very badly wrecked, and MORRILL received severe damages, and a few men slightly injured. All of our ship's windows in the pilot house, chart room, radio room and our operators' stateroom on the top deck, and all the windows on both sides of the ship on the main deck were blown out. Only the port holes in the lower part of the ship remained intact.

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## "Steady as she goes - Sir "( ! )

(Continued from Page 28)

Our ship's hull and motive power were still intact, and we could have reached Philadelphia well before our tactical radio call expired on the 31st. But that night of December 6th a terrible blizzard came up while we were at anchor, and about 3 a.m. the ex-Great Lakes freighter NORTH WIND, having lost both her anchors and was drifting around the bay, collided with MORRILL and cut a big wedge shaped hole in our port side about 25 feet from the bow, from the fore-castle deck to about a foot above the water line. This completely wrecked the enlisted men's head. (Latrine to you Army fellows.) All of the fore-mast rigging came crashing down on deck, the pilot house and chart room were broken loose from the deck and moved about six inches to starboard. However, the steering mechanisms were not put out of order.

MORRILL was under the command of Lieut. George E. Wilcox, USCG, and carried five other commissioned officers, four warrant officers and about fifty enlisted men. Harry C. Olsen was chief radioman, I was 2nd class and Maurice Rice third class radiomen - called "electricians" in those days.

The warrant officers and five chief petty officers on board used a one seat head adjacent to the larger enlisted men's head that was wrecked completely. So they were ordered to use the commissioned officers' head farther aft, and we fifty lower rated men all had to use the one seater IF we could get into it. There sure was a lot of dancing the Highland Fling outside its door, and buckets were in common use for those who couldn't get in the John. And this situation lasted for nearly three more months. Whenever possible, there was a scramble to get ashore when we were in a port later, and we were given a FREE GANGWAY by holding up two fingers to the quartermaster on watch.

Our ship was built in Wilmington, Del., in 1889, had an iron hull and all wooden main and upper deck houses. Before World War One she also carried schooner rigged sails on both masts, and stay sails forward. The booms had been removed about 1915 but the sails were still stowed away down in the hold.

About Dec. 10th we moved into a dock in Halifax. The largest old sails were brought up on deck and several layers put over the big hold in the port side, with heavy mooring lines run across the fore-castle head, down the starboard side and underneath the ship, and secured to the lower part of the sails below the water line to hold them in place over the hole. Inside, wooden beams were placed to keep the sails from bulging in-board during heavy seas. Our 4-inch diameter manila towing line was brought up on deck and several turns made over the pilot house and chart room, and run down through the opening between the top and main decks, and secured tightly. This was to hold down the pilot house, etc., as they were no longer fastened to the deck.

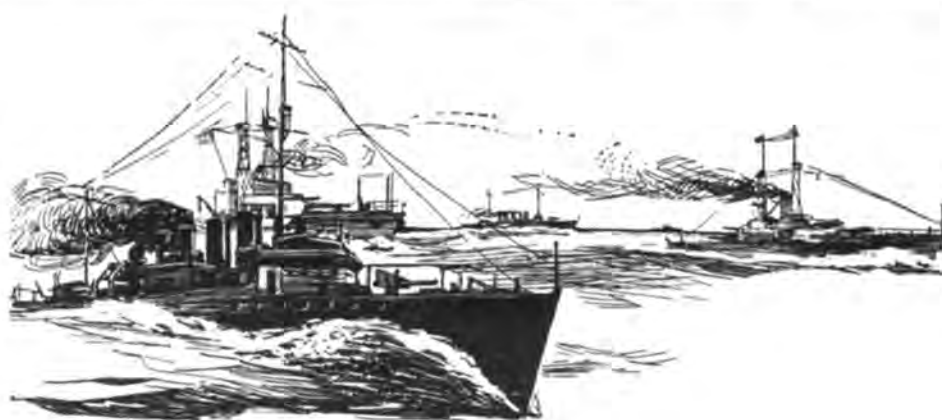
All of the blown out windows were nailed tight with canvas obtained ashore, but there was no glass available in Halifax. Our good old ship was bundled and tied up like a young lad going to school in a snow storm in Minnesota. We departed Halifax on December 18th, with orders changed to the Coast Guard repair yard at Curtis Bay, near Baltimore. IF WE COULD MAKE IT.

No coal was available in the wrecked city of Halifax, so we stopped at Liverpool for shelter from a storm, then to Lunenburg for coal and supplies. When weather permitted we ran down to Shelbourne Bay, where we spent several days awaiting better weather and spent Christmas there. Several days later we reached St. Marys Bay on the west coast of Nova Scotia, anchored, and on the following morning we were frozen fast in the ice. Here our tactical radio call expired and we did not know what our call was, having no "reserve on board" call list for the next quarter. We were maintaining radio silence all the time anyway, and in an emergency could have used "NRC". But no neet YET.

Here in the ice we had our New Year's dinner, which consisted of boiled potatoes, tea with no sugar, and hard tack biscuits. THAT WAS ALL WE HAD. But what about drove the members of the crew who smoked nuts was that there was no tobacco on board. On Jan. 2nd several men walked across the ice to Westport and got some tobacco. Later MORRILL got into the dock there and we were able to eat again and get water and coal.

While there, a storm warning was received, so Captain Wilcox decided not to get caught there in an unprotected mooring, so we "dashed" at 10 knots across the Bay of Fundy to Booth Bay Harbor, Maine, and shelter before the storm hit us. More days passed, working our way down the coast with stops for shelter at Rockland, Portland, Gloucester, Mass., and finally safe in the Navy yard at Boston across the pier from the CONSTITUTION (Old Ironsides).

Soon after we were moored, down the dock came the Admiral of the yard with a lot of other brass hats. We thought maybe we were going to get a "Hero's Welcome." But NO. Captain Wilcox was still on the bridge and the Admiral yelled, "What in hell are you doing in MY navy yard?" And, "We have been



calling you by radio for the past ten days and got no answer. You were given up for lost a week ago. Now get to hell out of my yard and go on to Baltimore where you belong."

Captain Wilcox replied, "Sir, we did not know what our radio call was for this quarter so could not answer." The Admiral, "Well, why didn't you use your international call then?" "Because," said our captain, "That is to be used only in case of distress or other emergency, and WE were in no trouble. We need coal, water and food supplies before we can sail, sir." The Admiral, "Well, get them as soon as possible and then get out of here," and up the dock he went. A "HERO'S WELCOME?" NOT FROM THAT ADMIRAL. But later Captain Wilcox and all the crew received fine letters of commendation from the Secretary of the Navy Josephus P. Daniels and the British Ambassador to the United States Sir Cecil Spring Rice.

We also got our new current radio call letters at Boston and departed for New London, Conn. via Buzzards Bay Ship Canal. In the canal the tide was running swiftly in the direction we were going, but at the lower end it was observed that many ships were locked in the ice in Buzzards Bay and we would not have a Chinaman's chance of getting through. Pilings on each side of the canal were going past us fast, and Captain Wilcox ordered "Someone up forward lasso one of those piles and hold it fast so the stern can swing around and we can head back out of here. Boatswain Lundgren did the "cowboy" act perfectly with a mooring hawser, we swung around and went back upstream to Provincetown at the tip of Cape Cod.

When weather permitted we left there and made a good run to New London, far from the ice in Buzzards Bay. Refueled again, and after a few more days we departed for the Virginia Capes and Chesapeake Bay. At the entrance to the capes the guardship USS BACHE challenged us with, "What are you and what hit you?" To which Captain Wilcox replied, "Coast Guard cutter MORRILL, Detroit to Baltimore. Was in Halifax explosion and collision." "Proceed and good luck," said BACHE.

The winter of 1917-1918 was about the most severe to ever hit the East coast. Fortunately, we had left the New England coasts before it got too bad up there, when all ports from Rockland, Maine, to Norfolk were frozen solid and few ships moved in or out of ports. We had thin ice at the entrance to Chesapeake Bay but it soon got heavier, and finally off Cove Point we became frozen in, with ice over a foot thick. Several freighters in the distance North could be seen, also trapped. Our coal and water began to run low again, and in the next three days we sent several coded messages to the Navy and Coast Guard Headquarters telling of our situation. No help came to us.

On the morning of February 7th Captain Wilcox ordered Chief Olsen to send an SOS; we were out of coal, water and very little food left. Naval Radio Norfolk answered our call and later said help would be sent to us. That afternoon the coal collier TRANSPORTATION of the New England Fuel Company came very slowly down the bay through the thick ice, and when close to us Captain Wilcox with megaphone shouted, "We are all out of coal. Come alongside and give us enough coal to get to Baltimore when we are released from the ice." The TRANSPORTATION's skipper yelled back, "I can't stop. If I do we will be frozen in again. We are on our way to Boston where they need all the coal we've got, and I'm late now." Captain Wilcox said, "We have sent an SOS and if you don't come alongside us we will blow you out of the water, and you will lose your license for not helping a ship in distress."

So the collier worked over alongside us and ALL HANDS of our crew were ordered to coal ship, officers and all, with only the captain on the bridge, Olsen in the radio room and one fireman on watch in the boiler room. The collier departed and we were still fast in the ice because her path had frozen over and we couldn't follow it North.

The following day, about noon, we observed a battleship and two seagoing tugs coming slowly down the bay from the direction of Baltimore. They went beyond us several miles, and with one tug at the bow and the other at the stern they got the battleship turned around in the ice, and started back up the bay, breaking out freighters and ore carriers as they came along. We were broken out and fell in the long line of ships headed for Baltimore. The battleship was the USS OHIO, 338 feet long, 13,500 tons, 16,500 horsepower, and even she had to be helped in turning around in the ice by big tugs GORGONA and TAVERNILLA.

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# CONVOY



## O.N.S. 18

Sept. 20, 1943

German "Wolf-pack" unleashes new  
'Accoustic Torpedo in staging area

Report and Photographs By Fred C. Sargeant

### Seven Ships Sunk before new technique discovered

On September 12th, 1943, Convoy Number O.N.S. 18, a slow convoy left Great Britain for Halifax, Canada; this convoy consisted of merchant ships and the Escort group of St. Croix, St. Francis, Chambly, Sackville, and Morden.

The St. Croix and St. Francis being destroyers, while the remaining ships were Corvettes.

On September 15th, 1943, Convoy Number O.N.S. 202, a faster convoy left Great Britain for New York, U.S.A.; this convoy also consisted of merchant ships and Escort group consisting of the Gatineau, Icarus, Polyanthus, Drumheller, and Kamloops.

The Gatineau and Icarus being destroyers, while the other ships were corvettes; there were two other warships, the frigate Itchen and the frigate Lagan.

These warships were R.C.N. and R.N. ships as follows:

R.C.N. - St. Croix, St. Francis, Gatineau, Chambly, Sackville, Morden, Drumheller, Kamloops.

R.N. - Icarus, Polyanthus, Itchen, Lagan.

As considerable 'U' Boat activity was known to exist ahead of these convoys, it was decided to join these two convoys for the mutual benefit of all ships.

These convoys met on the evening of September 20, 1943, and took considerable time forming up in their respective positions.

While these ships were forming in position, it would seem that the 'U' Boat commanders were waiting their opportunity to start their attack.

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ONS-18 Casualty to the German Submarine "Wolf-Pack"



H.M.C.S. HESPELER - Castle Class Corvette on Convoy Duty with ONS-18. Length 251.9 feet; breadth 36-8. Speed 16.5 K 1-4" gun Two twin Orlekins amid ship. 1200 rpm each. Henry Robb, Scotland.

### Halifax Story Concluded

That evening they got us into a dock in Baltimore, and several days later we were able to get up to Curtis Bay after the ice had deteriorated enough. We arrived at the Coast Guard Depot (repair yard) on February 14, 1918. So what started as a leisurely three weeks trip from Detroit turned out to be a very hectic voyage of over three months. BUT WE MADE IT, and that is what counts, especially when our little ship was not much more than a floating wreck.

To the members of the Society of Wireless Pioneers, our sending out an SOS was, to me, not near as important as the fact that we struggled for nearly two months to get our ship from Halifax to Baltimore, when so many odds were against us. But mostly due to our fine Captain Wilcox, with the high morale he gave us to do our best at all times, and to the other officers and crew, I, as the only known survivor of that eventful trip, am here now to tell you about this little known voyage of 57 years ago.

The Navy Department, Division of Naval History, and Coast Guard Headquarters historical archives had no record of this participation of the MORRILL in the Halifax disaster until it appeared in INLAND SEAS, FALL - 1967. And that article ended with us still stuck in the ice of St. Marys Bay, Nova Scotia on Jan. 1, 1918. So from that date until our arrival at Baltimore is information that I have never written about before.

Sincerely,  
LCDR Irl V. Beall, USCG Ret.

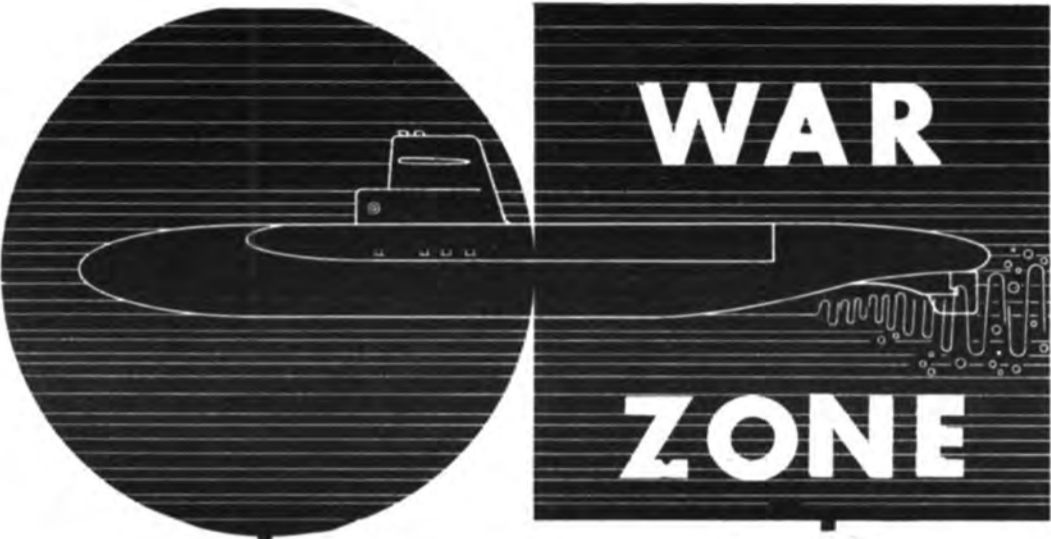
P.S. - MORRILL had no evaporator in the engine room to convert salt water to fresh water. At Lunenburg, Nova Scotia we obtained a large hogshead barrel which was placed on the forward main deck. A steam line was run to it and many times the decks snow was put into it, melted down and let run into the fresh water tanks. Several times along the Nova Scotia and New England coasts when we were laying in some cove or bay for shelter, the small boats went to the shore, if possible, scraped up loads of snow, and brought it back to the ship and melted it down. Boiler compound, alum, etc. from the ship's boiler became mixed in the melted snow water too. By the time we reached Boston Navy Yard we had the pimpest and blotched faced crew that ever sailed the seas - I think.

MORRILL's dimensions were: Length 147 feet, beam 24 feet, draft 9 feet, displacement 450 tons; one boiler; two cylinder compound engine, 850 HP. Sold by Coast Guard about 1931; became party fishing boat EVANGELINE out of Brooklyn. Burned at dock in Brooklyn in early 1930's. Farewell, my good old ship, which after repairs became Flagship, Fourth District Minesweeping Squadron with 14 Navy minesweepers, from Barnegat Light, Winter Quarter Shoals, Delaware Capes ares: 1918-1919. Returned to Detroit in 1920 but I was on "SURUGA" KGD then.





Shell Holes in bridge through the Wireless Room.



Surrender of the German "U-190" on May 11 1945 at Bay of Bulls, Neffoundland.



Visual evidence of the accuracy of the German "U" Boats taken by F. C. Sargeant.

How many 'U' Boats there were is not known, but there was a considerable number.

At 1956/20 the four stacker destroyer St. Croix was hit by a torpedo and sank with a great loss of life. This destroyer was a former United States Destroyer from World War I which had been traded to Canada for "Land Lease Bases".

At 2220/20 the Polyanthus, a Royal Navy Corvette, was torpedoed and also sank with a great loss of lives.

At 2350/22 the Itchen, a Royal Navy Frigate, suffered the same fate as the former ships; this was also a former Royal Navy ship.

Previous to these war ships being torpedoed, a Royal Navy ship frigate, Lagan, was also torpedoed at 0303/20.

In between the sinkings of these war ships there were seven merchant also torpedoed which made a loss of eleven ships in all.

One 'U' Boat was destroyed and one 'U' Boat reported damaged. This battle lasted for three days.

It was ironic to realize that all of these ships had been hit in the stern, close to the propellers, and of course that was a rarity in those days, because the best shots for any 'U' Boat commander were amid ships.

An investigation took place at a later date and it was found that the Accoustic torpedo was the cause of all of this damage. This torpedo was drawn to the propellers by the noise and it could not miss, as it followed the sound.

A few weeks later a device for counteracting this torpedo, called the foxer device consisting of two metal noise makers, which were towed some distance from the stern of the ship, which in turn drew or attracted the torpedo and exploded it harmlessly.

S/ Fred C. Sargeant - 4304-V  
1394 Main Street, East  
Hamilton, Ont. Canada  
L8K 1C1

===== 30 =====



Honor Guard for one of ship's crew being buried at sea as result of German U-Boat action. Photo by F. C. Sargeant.



German crew of submarine 'U-190' taken as prisoners on May 11 1945.

NEW FEATURE

THE CUNARD & WHITE STAR LINES

By DON THOMAS 1340-SGP

FOUNDED in 1840 as the BRITISH and NORTH AMERICAN ROYAL STEAM PACKET CO., the CUNARD LINE might be regarded as the most noted shipping company in history. Its ships on average were the largest and most famous, and it's interest in the shipping business was of the longest duration, and continues to this day.

CUNARD, and it's rival and later partner WHITE STAR LINE, dominated the North Atlantic steamship passenger business. Many of our SOWP members, the "SGP" and the Senior "SGP" members especially, were on U.S. flag ships in the 1930's and 1930's when these big liners were competing for the luxury passenger trade with the German, French, U.S., Scandinavian and Italian liners. They will remember the big four-stackers MAURETANIA/GLRX and AQUITANIA/GLRZ, the three-stack BERENGARIA/GBZW [ ex-German IMPERATOR], and the WHITE STAR liners OLYMPIC/GLSQ and MAJESTIC/GFWV [the former German liner BISMARCK]. These were among the biggest of the Transatlantic liners, and all were eventually scrapped in Scotland.



Baggage Tag  
MAURETANIA

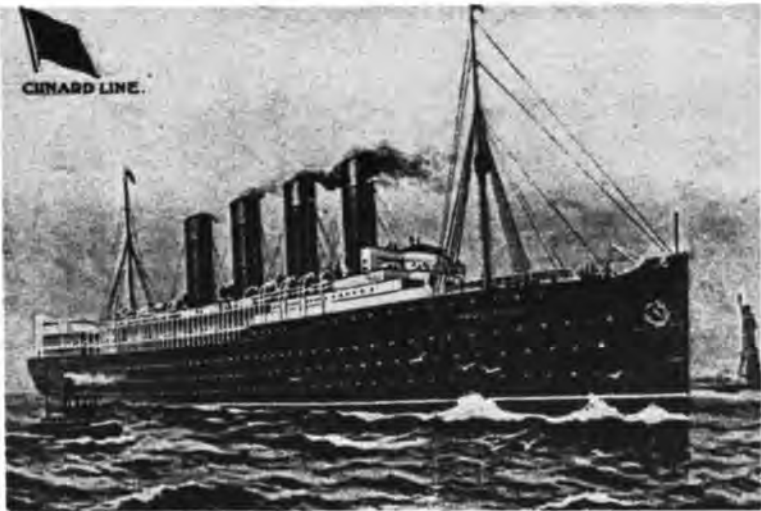


Baggage Sticker  
QUEEN MARY

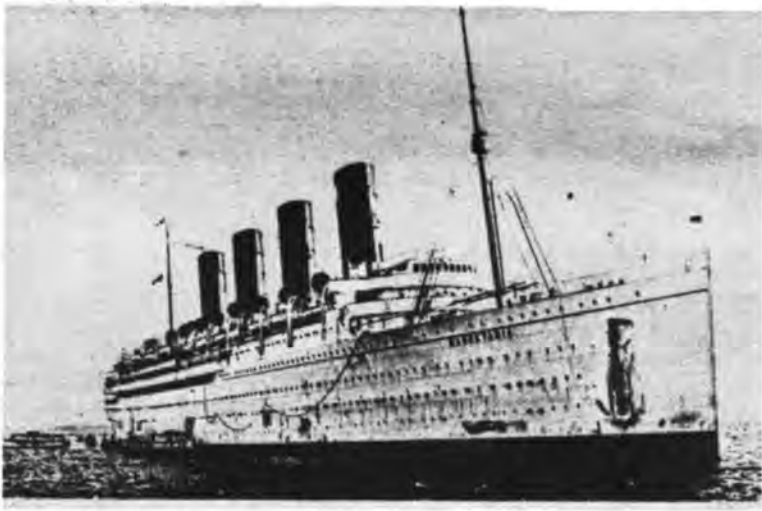


Christmas Card - Radio Office  
Mauretania - 1927

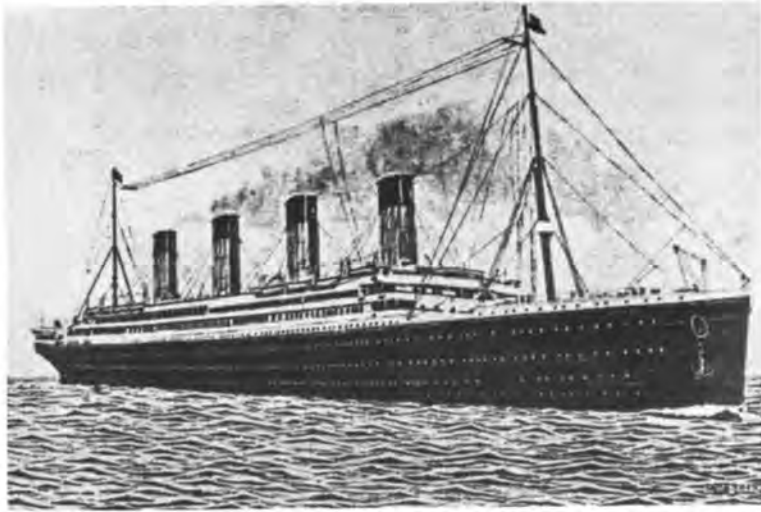
On the following pages is a gallery of CUNARD-WHITE STAR ships taken from the collection of Member Don Thomas, 1340-SGP who will author a series of vignettes featuring different steamship lines each issue and include therein pictures of the best-known 'ships of the line'. Author Thomas says it is too bad we can not use color as photocopies in black and white fail to do justice to the colorful postcards he has available. He suggests that if this idea is well received by members, he will follow in the next issue with the U.S. LINES or HAMBURG-AMERICA LINES. Ultimately one edition might combine all the issues into a real "GALLERY OF SHIPS" as suggested by Editor and Publisher Breniman. Thomas suggests that it would help if SOWP members would loan, sell, or trade postcards and brochures of steamships. More will be furnished on this later,



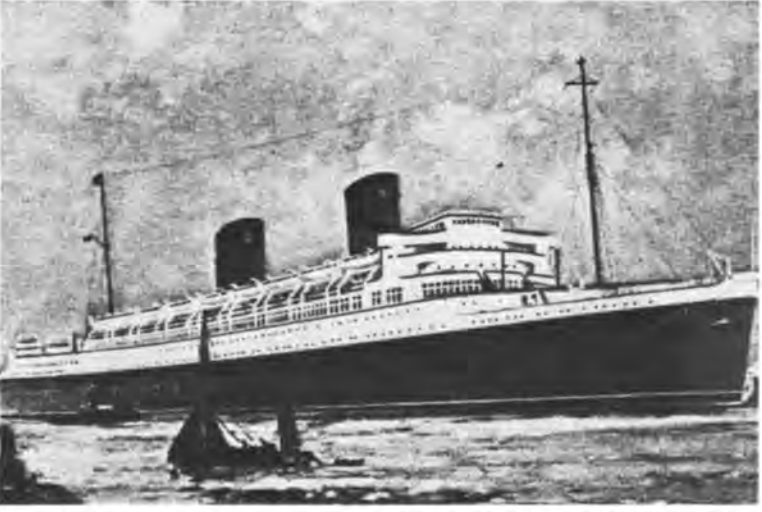
MAURETANIA - 1. MGA. (1907-1935) 790-88 26K  
Maiden voyage 1907. Held Blue Riband 22 years,  
Crew 812 - Pgrs 2165. WW-1 used as troopship and  
Hospital ship. Often named "The Grand Old Lady"  
of the Atlantic. Top crossing at 27.65K in 1929.  
A fast, beautiful and comfortable ship. Member  
Barney Pettman was R/O on MGA in 1934.



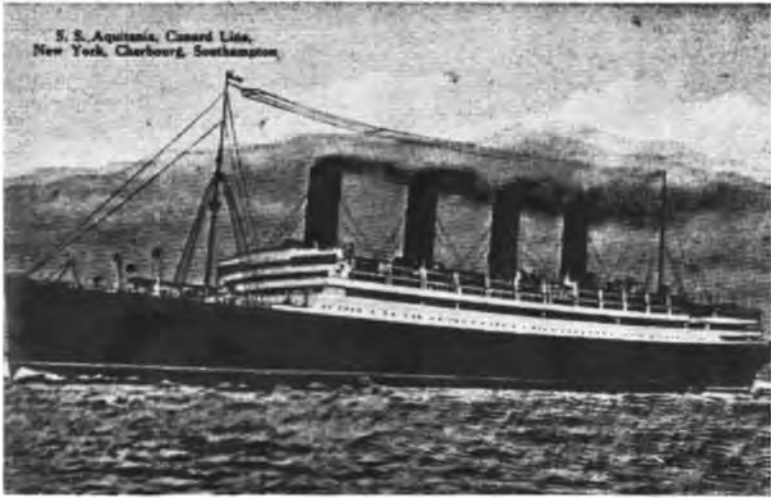
MAURETANIA - 1 MGA. (See details left). The  
ship was damaged by fire at Southampton on July  
25 1921 and returned to Transatlantic ferry service.  
In 1931 her hull was painted white and sent on  
cruising service. Historically, she ended her last  
trip the day the new HMS QUEEN MARY was  
launched. . She was scrapped in 1935.



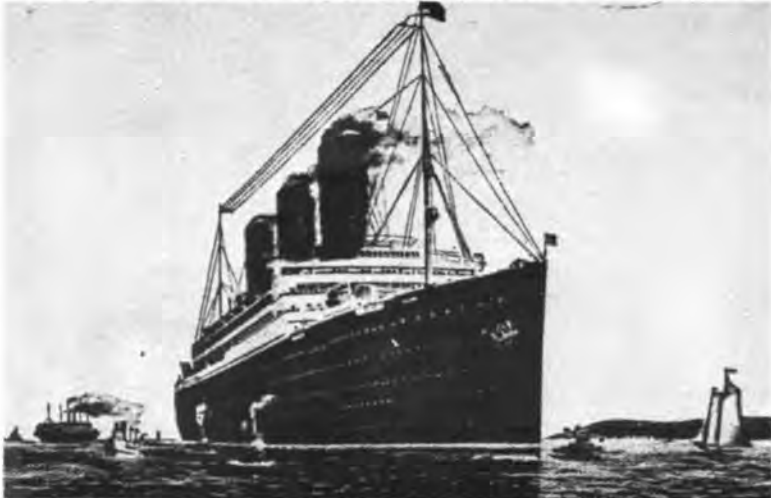
LUSITANIA - MFA (1907-1915) 790x88 24.5K  
Maiden voyage Livpl./Qtnw - NY 9-7-1907. She  
Blue Riband in crossing 10/07 of 4D,19H,52M. .She  
was sunk by U-20 by 2 torpedoes off 'Old Head  
Kinsale Ireland with loss of 1198 lives (124 were  
Americans. This no doubt contributed to bringing  
the U.S. into World War 1.)



RMS. MAURETANIA - 2. GLRX (1939-1965) 772x54  
23K. Maiden voyage Liverpool-New York June 1939.  
Crew 593 - Pgrs. 1169. WW2 Troopship, steamed  
542,000 miles carrying 350,000 troops on 48 voyages.  
Overhauled 1946 re-entered Liverpool-NY service on  
4-26-47. Air Cond. 1957..Ship breakers - Mar.1966

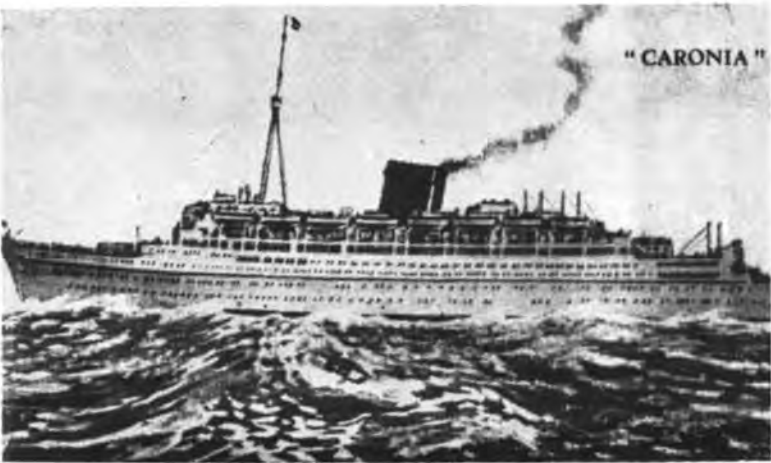


AQUITANIA - GLRZ. 45,647T 902x97 24K F4 (Last 4-funnel ship built) MV 1914 (1914-1950) Only one of Great Cunard ships to serve both wars.Tr 39-48 3 Nukkuib nukes 1,2 Nukkuib Ogrs carried. 3 Million miles, 1.2 Million Pgrs carried. Went to Breakers 1949. One of world's beautiful ships.

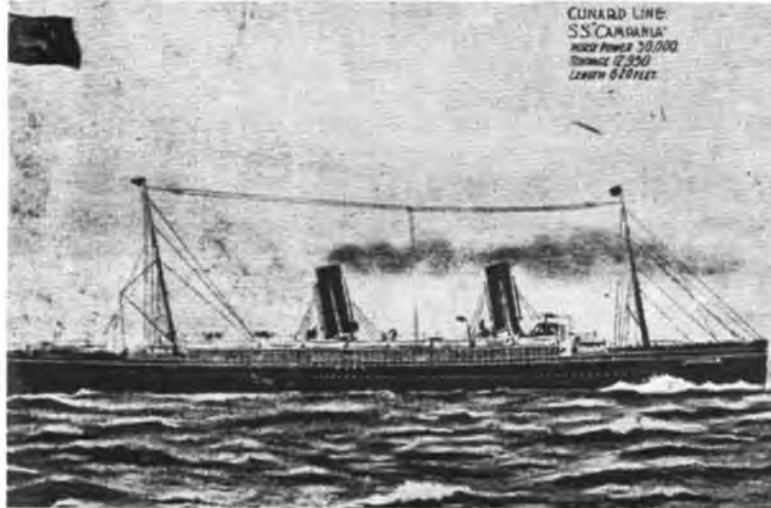


BERENGARIA - GBZW. (Nee - Imperator - DIT) Former Hamburg-Amerika Line - Hapag. 52,101T, 919x98 F3 (One stack dummy) P-4, 23.5K Pgrs. 1/686, 2/714, 3/1663. Crew: 950.Ceded to Britain under Versailles treaty 1920. Scrapped 1946.

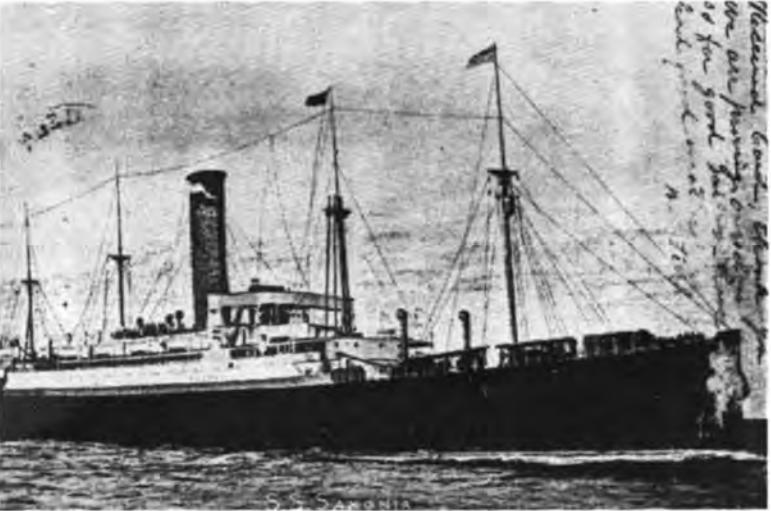
These were the big ships, not to be equalled until the QUEEN MARY was built in 1936 and the QUEEN ELIZABETH four years later. Below are pictured some of the famous Cundarders of the Early 1900's and later launchings up and through World War II.



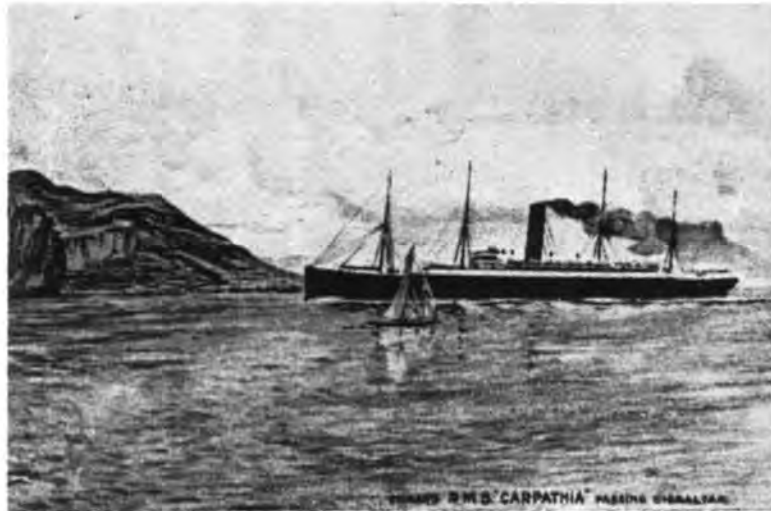
CARONIA-II GLRY. 34172T 715x91 P2, F-1 (Largest ship funnel in world) 22K Pgrs. 1/581 C/351 (Made 1st class on cruises). Sold Ren SS Columbia 1968 then Caribia same year. One of the world most beautiful ships. Scrapped 1974. MV was 1949.



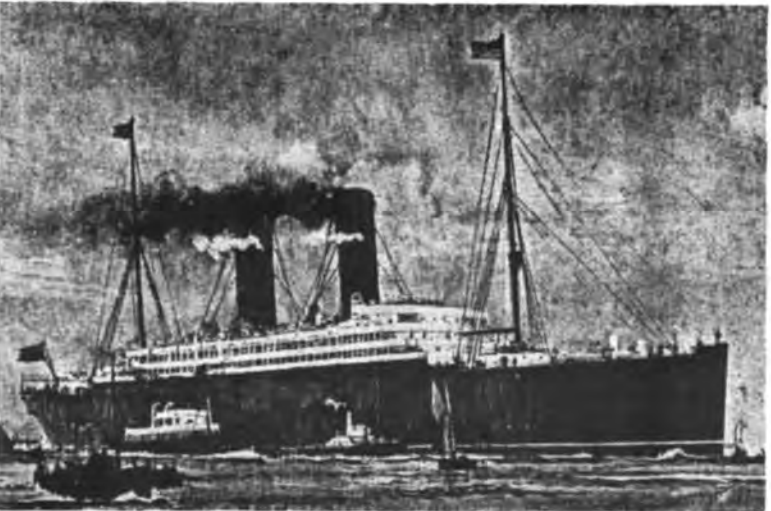
CAMPANIA - MCA. 12,950T. 622x65 21.5 K F-2 Pgrs. 1/526,2/200,3/300 Crew 386; MV.1983 BR-1893 First Cunarder twin-screw ship. Sold in 1914 Sunk in collision with Battleship Revenge 11-5-18 in Firth of Forth, Scotland. SS - Lucania.



SAXONIA - MSA. 14,281T, 606x64 F1. 16K Pgrs. C/485 3/978 .Funnel was 106' high. MV-1900. On Boston run from UK until 1909, then mostly Med. Ports until start WW1. Used as prisoner ship in London. Resumed NY run 1917. Sc. 1925



CARPATHIA - MPA. 13555T 558x64 P2 F1 14K Pgrs: C/204, 3/1500 MV May 5 1903. NOTE: R/O. Harold Cottom (SK 5-30-84)Largely responsible for rescue 712 Titanic survivors 1912. The Carpathia was torpedoed 7-7-18 and sank with loss 5 men.

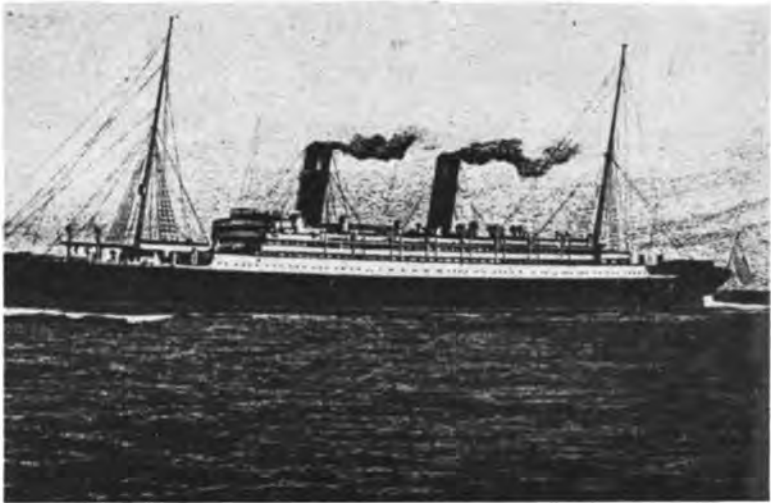


CARONIA-1. MRS. 19687T, 678-72 F2 18K MV- 2-25-1905. Mc - 1914 Tr 1916, Sold Japanese Ren. Taiseiyo Maru. Went to Scrap in 1933 in Japan. (Ship resumed trips NY via Halifax in 1918) Carried Pgrs.C/425,T/365 3/650.

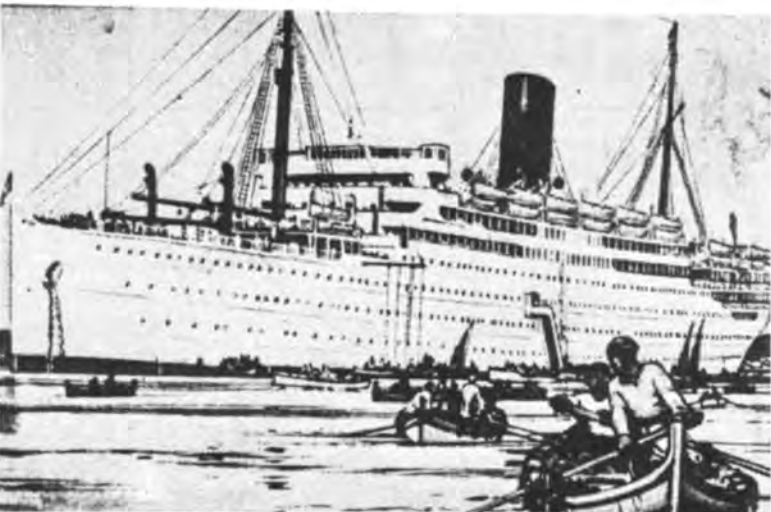


Abbreviations - Legend

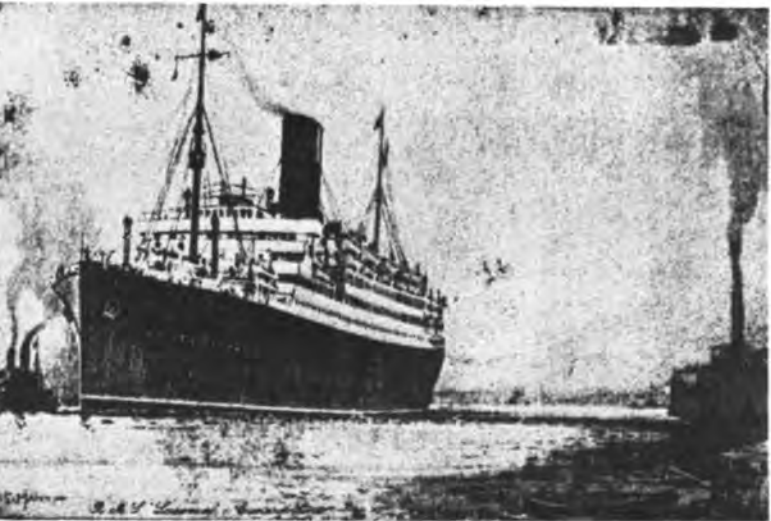
- |                                                 |                       |
|-------------------------------------------------|-----------------------|
| 900x90 Length/Width                             | Mv - Maiden voyage    |
| Mv- Maiden Voyage                               | H - Hospital ship     |
| (1895-1927) From launching to scrapping/sinking | Tr - Troop carrier    |
| K - Knots per Hour Speed                        | C - Cruise ship       |
| F - (1-2-3-4) # Funnels                         | BR - Blue Ribband     |
| T - Deadweight Tonnage                          | SS - Sister ship      |
| P - # Propellers                                | NA - North Atlantic   |
| Pgrs. Passengers & Class.                       | Mc - Merchant Cruiser |
| Crew - Officers & Crew                          | S - Sold              |
|                                                 | ReN - Renamed.        |



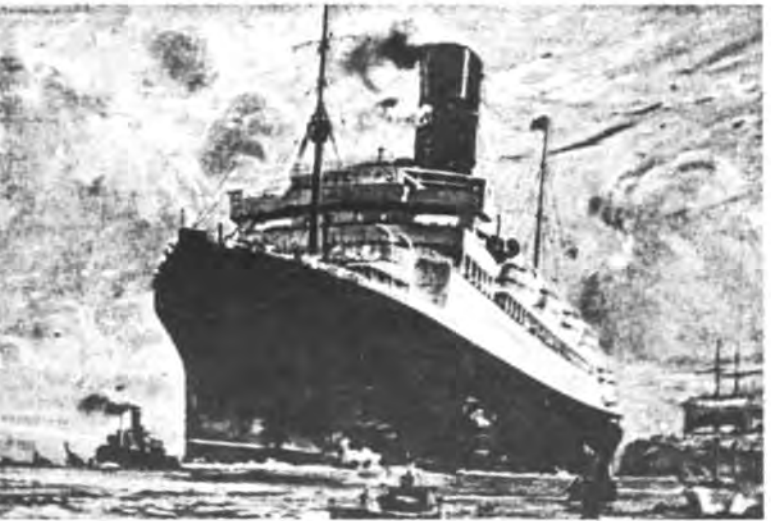
CARMANIA-I MAA 19566T 678x72 18.5K F2 P-3  
Mv Lp-NY Dec. 05; Pgrs C/425,T/365,3/650, Staff 461  
UK - NY trade until 1931. In 1913 rescued many sur-  
vivors from VOLTURNO. 1914 Mc sank German armed  
cruise CAP TRAFALGAR. Sc. 1932



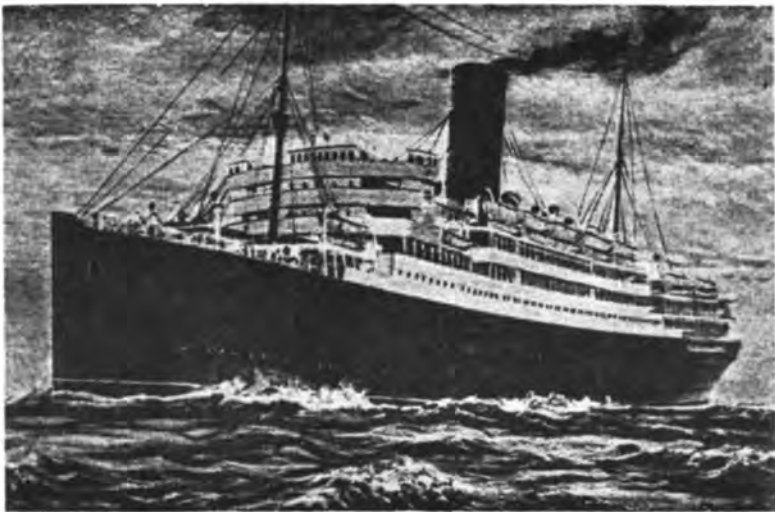
CARINTHIA-II GLKY 19680T 624x74 16K F-1 P-2  
Mv. Lp-NY Aug. 25, Cruising w/rates @ \$85 9-day  
Holiday. Torpedoed June 40 by U-46 off Ulster Coast  
4 killed. SS Franconia



LACONIA-II GJCD. 19680T 624x74 16K F-1 P-2  
Mv. Southampton-NY 5/22. Pgrs 1/347, 2/350,3/1500  
Staff 1200. Run UK-NY to 1939 then Mc, later Tr.  
Sunk 9-12-42 by U-156 700 M. SW Freetown Africa.  
163 survived from 1800 Italian Pow aboard.



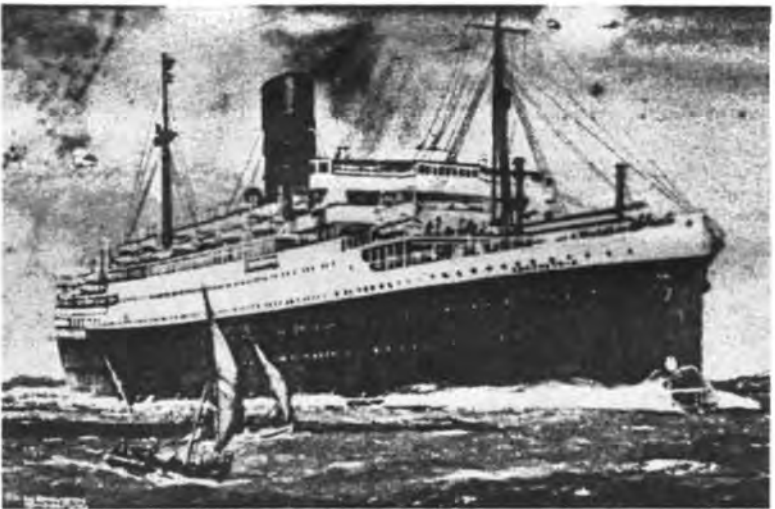
ANTONIA - GJBY. ANDANIA-II GJBX; AUSONIA-II -GJBZ  
13,900T each. Mv 1922. In trade UK-Canada to WW-II  
then Mc 1939. ANDANIA torpedoed/sunk 1940; The  
ANTONIA in 1942 Renamed WAYLAND repair ship - Sc.  
1948.AUSONIA Repair ship 1944, Sc. 1965



SAMARIA-II GJCF 19602T 624x74 16K F-1 P-2  
MV April 1922 Lp-Boston. Troop Ship 1941. Returned  
to Canada run from UK until 1955 when she was  
scrapped in 1956.



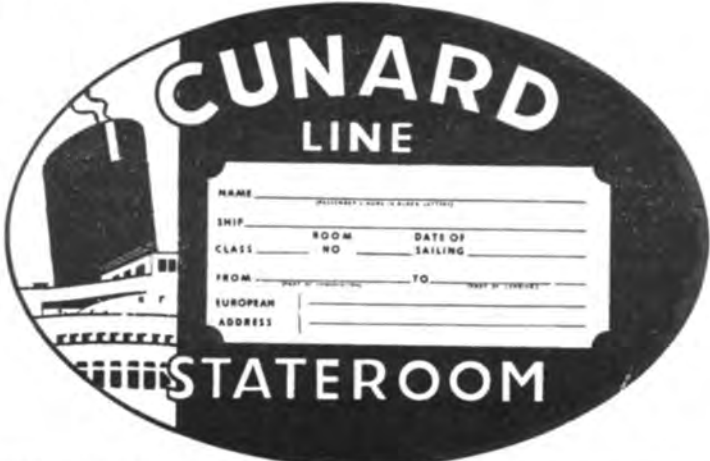
CARINTHIA III. GVDQ. 29947T 608x80 20K F-1 P-2  
Mv LP-Canada June 56; Ny-Winters, Canada Summer  
schedules.Sold 1968 Renamed Fairland (Sitmar Lines)  
Pgrs. 1/174, T/682, Staff 461. SS Carmania, Fran-  
conia and Sylvania.



LANCASTRIA - GJCB. 16,243T 578x70 F-1 P-2 16.5K  
Mv. Glasgow-Montreal June 22. Pgrs 1/236, 2/355  
3/1256. Built for Anchor Line as Tyrrhenia. Ren 24  
TRAGIC END. Sunk by direct hit Junkers Bomber  
killing over 3000. Evacuation Dunkirk, 2000 escaped.

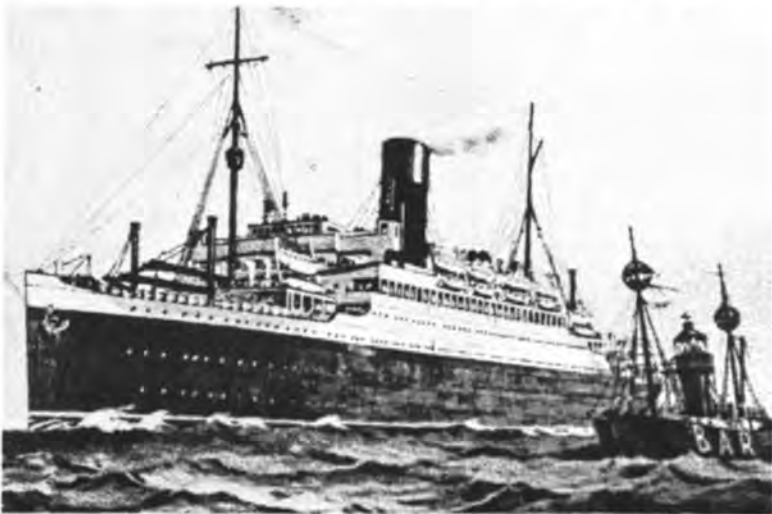


Baggage label for the Cunard Canadian Service (top)  
and below - Sticker for stateroom baggage.





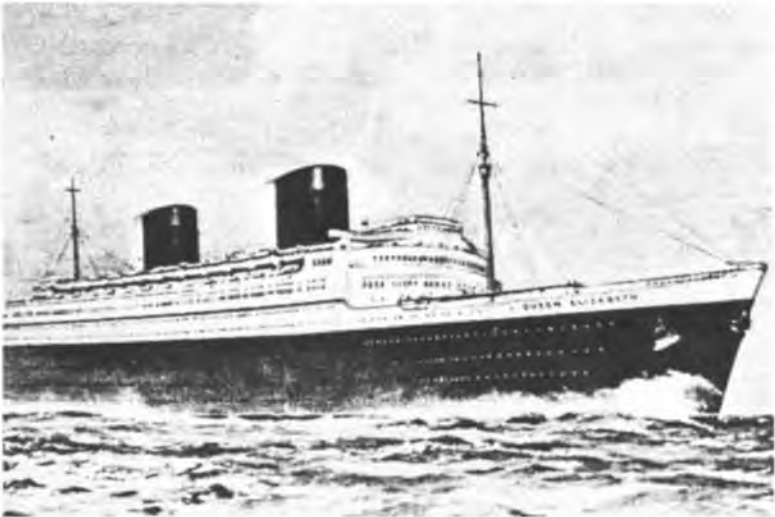
FRANCONIA-II GBRQ. 20341T 624x74 16.5K F-1 P-2 Mv. Lp-NY June 1923. Ran mostly UK-NY Summers and cruising winters. 1939 became troopship.. Used as HQ at Yalta Conference. Carried over 149,000 troops Hit by enemy bombers 1940. Sc. 1956 in Scotland.



ASCANIA-II GKNJ 14,440T 15K F-1 P-2. MV. London Montreal May 1925. Pgrs 1/198, T/498. Staff 367. Mc than troopship 1939- 1947. UK-Canada to 1956 when Scrapped. SS: Alaunia and Aurania.



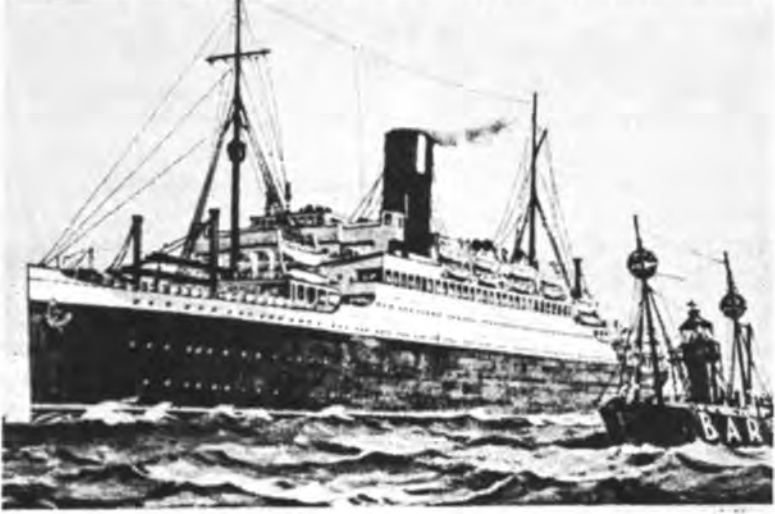
MEDIA-I GSWR 12,345T 531x70 P-2 F-1 K-18 Mv. Lpl-NY Aug. 1947. Pgrs 1/251, Staff 189. Sold to Italian Linea "C" in 1961. Renamed "FLAVIA" Tonage increased to 15,465 tons. SS Parthia



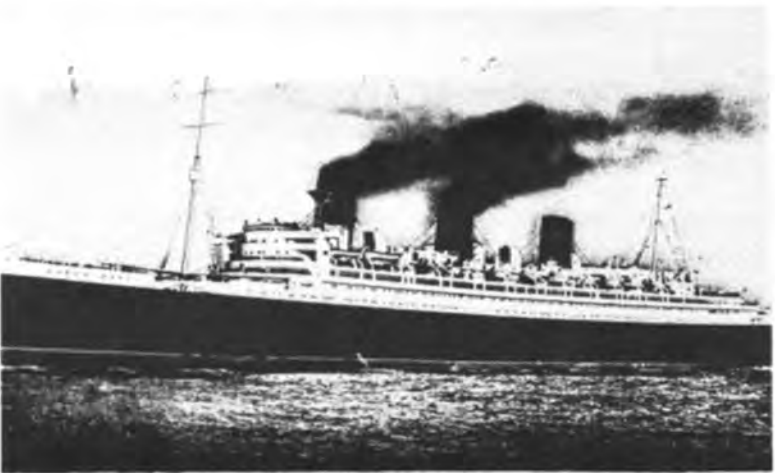
QUEEN ELIZABETH - GBSS 83,673T Launched 1938. 1031x119. F-2 P-4 29K Pgrs 1/882, C/668, T/798 Staff 1296. MV Southampton-NY Oct. 1946 as Troopship carried 811324 servicemen. Ship crossed Atlantic 907 times carrying 2,300,000 pgrs. Destroyed by fire in Honk Kong after sale to Tung interest Jan. 1972.



AURANIA-III GFLY 13,984T 538x65 F-1 P-2 15K MV Lpl-NY Sept. 1924. UK-Canada run to 1939. Pgrs. C/633, 3/1040. Staff 270. Mc 1941 Collided with iceberg, then hit by torpedo. Watertight compartments kept afloat. ReN SS ARTIFAX (repair ship).



ALAUNIA-II GLKM 14040T 538x65 15K F-1 S-2 MV. Lpl-Canada June 1925. Pgrs C/633, 3/1040. Staff 270 . On UK-Canada run until 1939 when converted to armed merchant cruiser. Sold 1924, used as fleet repair ship. Sc 1957. SS Ascania/Aurania.



CUNARD WHITE STAR LINER "QUEEN MARY"  
THE WORLD'S LARGEST LINER AND ONE OF THE WHITE BRAND  
QUEEN MARY - BGTT, 81,237T 1020x119 F-3 P-4 30K Mv. Southampton-NY May 1936. Pgrs 1/711, C/707, T/577 Staff 1285. Won BR from Normandie on 6th voyage, time 4D 27' @ 30.14K (lost then regained) Troopship 40/46 (Mostly Australia) 1969 - Long Beach, CA as Museum ship and hotel



QUEEN ELIZABETH-2. 65,863 963x105 K28.5 F-1 P-2 Mv. Southampton-NY May 1969. Pgrs 1/564, T/1979, Staff 906. Flagship Cunard Line. Rescued from Cruise Liner Antilles 1961. The QE-2 is still on tropical and ATW cruises.

It will be noted that CUNARD contributed immensely to the British effort in World War II. Their fleet was taken over for war service in 1939 and converted to armed merchant cruisers, and later to troopships or repair ships. Many thousands of allied troops were transported safely across oceans. Several of the liners were torpedoed and sunk. The advent of fast transocean jet service by large aircraft, the high cost of union wage contracts, and the huge increase in price of fuel doomed the large liners of CUNARD as well as other transocean ships. These beautiful ships were then mostly sold or scrapped. THUS ENDED AN ERA ! Don Thomas.

# "WIRELESS" ... The Early Years ... 1896-1912

## AN AUTHORITATIVE CHRONOLOGICAL DOCUMENTATION

Republished from "The 1913 Year-Book of Wireless Telegraph & Telephony"—Marconi Press - London

### YEARLY RECORD OF THE PROGRESS OF WIRELESS TELEGRAPHY

#### 1896.

**I**N February, 1896, Mr. Marconi came to England. His first experiments in this country were conducted at Westbourne Park.

On June 2nd Mr. Marconi lodged his application for the first British Patent for Wireless Telegraphy, No. 12,039 of 1896.

In July of that year he was introduced to Sir (then Mr.) W. H. Preece, the Chief Electrical Engineer of the Post Office, at whose request Mr. Marconi conducted experiments before the officials of the Post Office, first over a distance of about 100 yards and afterwards between the General Post Office and the Savings Bank Department in Queen Victoria Street. Shortly afterwards a series of trials were conducted by Mr. Marconi before Post Office officials and naval and military officers on Salisbury Plain, when communication was successfully established over a distance of  $1\frac{1}{2}$  miles.

On December 11th, 1896, Sir (then Mr.) W. H. Preece delivered a lecture at Toynbee Hall on "Telegraphy without Wires." Mr. Marconi was present at this lecture, and conducted the experiments.

#### 1897.

In March, 1897, Mr. Marconi gave a demonstration on Salisbury Plain before the representatives of various Government Departments, communication being established over a distance of 4 miles.

On June 4th Mr. W. H. Preece lectured at the Royal Institution on the subject of Wireless Telegraphy.

In May further trials were made across the Bristol Channel between Lavernock and Flatholm, a distance of over 3 miles; and on the 13th of that month communication was established between Lavernock Point and Brean Down, a distance of about 8 miles. Professor Slaby, a German scientist, was present at these trials.

In July Mr. Marconi was called to Italy by the Italian Minister of Marine, and gave a demonstration of his invention in the Admiralty buildings at Rome, and before King Humbert at the Royal Palace of the Quirinal. Between July 10th and 18th trials were made at Spezia at the request of the Italian Government, and on the 17th and 18th communication was successfully made and maintained between the Arsenal of San Bartolomeo at Spezia and the Italian cruiser *San Martin* at sea, at distances up to 16 k.m.

On July 20th, 1897, the Wireless Telegraph and Signal Company, Limited, was incorporated, with a capital of £100,000, to acquire Mr. Marconi's patents in all countries except Italy and her dependencies.

On August 27th, 1897, a lecture was given by Professor Slaby at the Sailors' Home, Potsdam, on Wireless Telegraphy, before the Emperor and Empress of Germany and the King of Spain.

In September and October further experiments were conducted by Mr. Marconi on Salisbury Plain for Post Office officials. Experiments were also carried out by officials of the Post Office at Dover. Receiving apparatus was erected by a Post Office official at Bath, and signals were received from Salisbury, 34 miles distant.

In November the first Marconi Station was erected at the Needles, Alum Bay, Isle of Wight. Experiments were conducted between that Station and Madeira House, South Cliff, Bournemouth, where Mr. Marconi was residing at the time, a distance of  $14\frac{1}{2}$  miles.

In December tests were made between the Station at Alum Bay and a steamer, the height of the mast being about 60 ft., and readable signals were obtained up to a distance of 18 miles, Captain Kennedy, R.E., being present.

#### 1898.

In May, 1898, experiments were carried out by Mr. Marconi between St. Thomas's Hospital and the House of Commons. In the same month experiments were carried out at the request of Lloyd's between Ballycastle and Rathlin Island, a distance of  $7\frac{1}{2}$  miles.

On June 3rd Lord Kelvin visited the Needles Station and sent from there, to his friend Sir George Stokes, the first paid Marconigram.

On July 20th and 22nd the events of the Kingstown Regatta in Dublin were reported by wireless telegraphy for the *Dublin Daily Express* from the steamer *Flying Huntress*, equipped with the Marconi system.

On August 3rd wireless telegraphic communication was established between the Royal yacht *Osborne* and Ladywood Cottage, Osborne, in order that Queen Victoria might communicate with the Prince of Wales, then suffering from the results of an accident to his knee. Constant and uninterrupted communication was maintained during the sixteen days the system was in use.

In September the installation at Madeira House, Bournemouth, was removed to Poole Harbour, Dorset.

Under arrangement with the Trinity House officials the utility and value of wireless telegraphy as a means of communication between lightships and the shore was demonstrated by the installation in December, 1898, of the East Goodwin Lightship and the South Foreland Lighthouse. The intervening distance was 12 miles. Communication was first established on Christmas Eve, and was continuously maintained for more than a year.

#### 1899.

During a gale in January, 1899, a heavy sea struck the East Goodwin Lightship, carrying part of her bulwarks away. The mishap was reported by wireless telegraphy to Trinity House.

On March 2nd Mr. Marconi read a paper on Wireless Telegraphy at the Institution of Electrical Engineers.

On March 3rd the s.s. *R. F. Matthews* ran into the East Goodwin Lightship. The accident was reported by wireless telegraphy to the South Foreland Lighthouse, and lifeboats were promptly sent to the assistance of the lightship.

On March 27th communication was established across the Straits of Dover, between the Chalet d'Artois, Wimereux, near Boulogne, and the South Foreland Lighthouse.

During the naval manœuvres in July three British warships, the flagship *Alexandra* and the cruisers *Europa* and *Juno* were equipped with Marconi apparatus, and messages were correctly exchanged between these vessels at distances up to 74 nautical miles (about 85 land miles).

In September Marconi Stations were installed at Chelmsford and Dovercourt.

During the meetings of the British Association at Dover and of the Association Française pour l'Avancement de Science at Boulogne, in August, communication between the two societies



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# MARCONI SOLVES PROBLEM OF SIGNALING ACROSS ATLANTIC OCEAN WITHOUT WIRES

was maintained by means of Marconi apparatus installed at the Dover Town Hall and at Wimereux.

The international yacht races between the *Shamrock* and the *Columbia*, which took place in September and October, 1899, were reported by wireless telegraphy for the *New York Herald*. After the conclusion of the races, series of trials were made at the request of the U.S.A. naval authorities between the cruiser *New York* and the battleship *Massachusetts*, signals being exchanged between the vessels at distances up to about 36 miles. On the return journey from America Mr. Marconi fitted the s.s. *St. Paul* with his apparatus, and on November 15th established communication with the Needles Station when 36 miles distant. Reports of the progress of the war in South Africa were telegraphed to the vessel, and were published in a leaflet entitled "The Transatlantic Times," printed on board the *St. Paul*.

In October, 1889, the War Office adopted the Marconi apparatus for use in the field in South Africa, and on November 2nd six of the company's electricians left for South Africa with six sets of Marconi apparatus. The apparatus proved of considerable service to the army and to the naval squadron in Delagoa Bay, to which several of the sets were subsequently transferred.

## 1900.

On February 2nd Mr. Marconi delivered a discourse on Wireless Telegraphy at the Royal Institution.

In March the Marconi system was adopted by the Norddeutscher Lloyd Steamship Company, and by agreement with this company Marconi apparatus was installed on the Borkum Riff Lightship and Borkum Lighthouse, and on board the R.M.S. *Kaiser Wilhelm der Grosse*.

On April 25th the Marconi International Marine Communication Company was incorporated with offices in London and Brussels, and agencies in Paris and Rome, for the maritime working of the Marconi system of wireless telegraphy.

On July 4th a contract was entered into by the Admiralty for the installation of the Marconi apparatus on certain of His Majesty's ships and at a number of coast stations. Twenty-six (26) sets were subsequently installed on ships of His Majesty's Navy, and six (6) at Admiralty Coast Stations. In addition to these installations, the six installations supplied to the War Office for field operations in South Africa were transferred to His Majesty's Navy.

In October the erection of the High Power Station at Poldhu was commenced. The aerials were at first supported by 20 masts, each 210 ft. high. The erection of a similar station at Cape Cod, Mass., was commenced early in the following year.

In November, 1900, the Belgian Royal Mail Steam Packet *Princesse Clementine*, plying between Ostend and Dover, was fitted, and a Marconi Wireless Telegraph Station installed at La Panne, on the Belgian coast near Ostend.

The Marconi system was adopted by Metropolitan Fire Brigade, and apparatus fitted at Mitcham Lane Station Box and Streatham Fire Station.

## 1901.

On January 1st, 1901, the *Princesse Clementine* reported the barque *Medora*, of Stockholm, waterlogged on Ratel Bank. A tug was promptly despatched from Ostend and the barque towed off.

On January 8th wireless telegraph experiments on *Princesse Clementine* were carried out during a storm, communication being maintained the whole way from Ostend to Dover. On January 19th *Princesse Clementine* ran ashore at Mariakerke during a thick fog. News of the accident was conveyed to Ostend by wireless telegraphy.

In February communication was established between Niton Station, St. Catherine's, I. of W., and the Lizard Station, a distance of 196 miles.

The Marconi system of wireless telegraphy was largely used during the voyage of the Duke and Duchess of York to Australia in 1901.



On March 1st a public Marconi Telegraph Service was inaugurated between five of the principal islands of the Hawaiian group, viz., Oahu, Kauai, Molaki, Maui, and Hawaii.

In April a demonstration of the Marconi system was carried out for the French Government, communication being successfully established and maintained for some time between a Station at Calvi, Corsica, and another at Antibes in the Riviera. The Prince of Monaco's yacht was also fitted with Marconi apparatus at the same time for the purpose of demonstrating to the delegates of "Congress International de l'Association de la Marine" the value of the Marconi system for maritime communication.

In May the Canadian Government decided to instal Marconi apparatus at two stations on the Straits of Belle Isle.

On April 26th the Postmaster-General, Lord Londonderry, received a deputation of the directors of the Marconi Companies.

On May 15th, 1901, Mr. Marconi read a paper on Syntonic Wireless Telegraphy at the Royal Society of Arts, London.

The first British ship, the s.s. *Lake Champlain* (Beaver Line), was equipped by the Marconi Company with wireless telegraphic apparatus on May 21st, and about the same date the Marconi Company opened six coast stations in England and Ireland for communication with ships at sea as follows:—Crookhaven, Co. Cork; Rosslare, Co. Wexford; Holyhead; Withernsea, near Hull; Caister, near Yarmouth; North Foreland.

The Canadian Government ordered two Marconi stations to be erected on the Straits of Belle Isle. June 1st, two stations ordered by the *New York Herald* for Nantucket Island and Nantucket Lightship.

On July 23rd the Government of the Congo ordered for Banana (Congo) and Ambrizette (Angola) two stations.

The masts at Poldhu were wrecked during a very heavy gale on September 20th, and the masts at Cape Cod shared a like fate in the November following. The masts were then replaced by four towers, 210 ft. high, built of timber.

On September 26th a 14 years' contract was made for the installation of the Marconi apparatus at ten of Lloyd's Signal Stations.

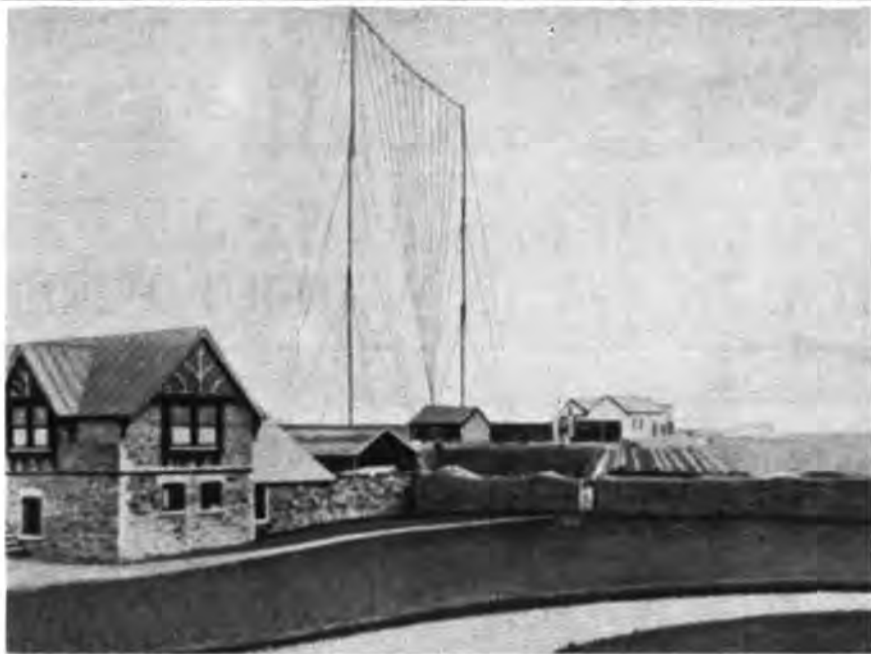
A school for training wireless engineers was opened at Frinton-on-Sea in September, and on October 12th Stations for Commercial Service were opened at Niton, Isle of Wight, and the Lizard, Cornwall.

The Compagnie de Telegraphie sans Fil of Brussels was formed on October 26th to develop and work the Marconi system on the Continent.

Signals were received by Mr. Marconi at St. Johns, Newfoundland, from Poldhu Station, Cornwall, a distance of 1,800 miles, across the Atlantic on December 12th and 13th.



(Continued on Page 38)



The two masts and fan aerial used in the actual transmission from Poldhu in December 1901

Picture this page Courtesy Marconi Intl. Marine Comm. Co., Ltd

Their Majesties King George V and Queen Mary visit Poldhu Station, June 18, 1903 when they were Prince and Princess of Wales



### 1902.

Considerable progress in Transatlantic work was accomplished, and also in long-distance communication throughout Europe. In February Mr. Marconi received on board the s.s. *Philadelphia*, of the America Line, readable messages up to a distance of 1,551½ statute miles, and Morse signals up to a distance of 2,099 statute miles from Poldhu Station, Cornwall.

Wireless telegraphy was considerably used in operations for the refloating of the destroyer *Recruit*, struck in Brissons in a fog on May 28th.

Mr. Marconi lectured on the "Progress of Electric Space Telegraphy" at the Royal Institution of Great Britain on June 13th.

On July 14th-16th Mr. Marconi received messages from Poldhu on the Italian battleship *Carlo Alberto*, lying at Cape Skagen, a distance of 800 miles; and at Kronstadt, 1,600 miles.

A demonstration was given before officials of the Dutch Government of Mr. Marconi's inventions, and the Colonial Premiers who were in England for King Edward's Coronation witnessed a demonstration of the Marconi system on board the *Koh-i-nor*.

The Marconi Wireless Telegraph Company of Canada was formed on November 1st, and in December wireless messages were despatched by the Cape Breton Station from Mr. Marconi and from the Earl Minto to His Majesty King Edward VII. Mr. Marconi also sent a message to King Victor Emmanuel of Italy. Mr. Marconi was made a member of the Italian Order of Merit.

The American Marconi Company was established in this year.

### 1903.

President Roosevelt sent a Transatlantic message to King Edward *via* Cape Cod and Poldhu Stations on January 19th. High power and other stations were ordered by the Italian Government, and the Italian Senate and Chamber of Deputies tendered a vote of thanks to Mr. Marconi for the results obtained in the Italian Navy with wireless telegraphy.

The first Transatlantic Marconigram was published in *The Times* on March 30th.

The Compagnie Française Maritime and Coloniale de Télégraphie Sans Fil was formed on April 24th to operate the Marconi system in France.

An agreement was made on July 24th by the British Admiralty for the general use of the Marconi system in the Navy.

The first International Conference upon Wireless Telegraphy was held in Berlin on August 4th.

Mr. Marconi sailed from Liverpool on the s.s. *Lucania* on August 22nd, and during the voyage news messages were received daily.

The passengers of the Red Star Liner *Kroonland*, which was disabled on December 8th, 130 miles west of the Fastnet, were saved great inconvenience by wireless communication being established with the Marconi Station at Crookhaven.

Mr. Marconi was made a Knight of the Order of St. Anne of Russia.

### 1904.

On April 28th a contract was made by the Admiralty for the installation of a coast station at Guernsey.

A Wireless Telegraph Act was passed by the British Government on August 15th.

Meteorological information was supplied by wireless to the *Daily Telegraph*.

Accidents to s.s. *New York* and the s.s. *Friesland*, early in the year were reported by wireless telegraphy.

During the year contracts were carried out by the Marconi Company for the Montenegrin, Russian, Italian, and Canadian Governments; also for the Sicilian Railway. In August an arrangement was made by the Postmaster-General whereby British post offices undertook the collection, transmission and delivery of long-distance and ship-to-shore messages on behalf of the Marconi Company.

### 1905.

Judgment given by Judge Townsend in New York on May 4th in favour of the Marconi Company in its action against the De Forest Wireless Telegraph Company for infringement of patents. On May 12th the Canadian Government ordered stations for Cape Sable (N.S.) and St. John (N.B.), and on May 30th instructions were given for five further lightships to be installed with wireless apparatus for Trinity House.

Erection of the Clifden High-Power Station (Ireland) was commenced in October.

Mr. Marconi was made a Civil Member of the Royal Order of Savoy.

In 1905 Mr. Marconi took out his patent for the horizontal directional aerial (No. 14,788), which marked a step of great importance in the progress of long-distance work.

### 1906.

A contract made by the British Post Office in May for the erection of stations at Tobermory and Loch Boisdale, Scotland, by the Marconi Company.



# The Year-Book of Wireless Telegraphy & Telephony · 1913

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Marconi House, Strand, London, W.C.

## Yearly Record of Progress

(Continued from Page 38)

On August 4th the Argentine Marconi Company was formed to work the Marconi patents in Argentina and Uruguay.

In October and November an International Radiotelegraphic Conference was held at Berlin, and a convention was signed by the majority of the principal countries of the world.

### 1907.

Marconi Transatlantic Stations at Clifden and Glace Bay were opened for limited public service on October 17th.

### 1908.

Transatlantic Stations were opened to the general public for transmission of messages between the United Kingdom and the principal towns in Canada on February 3rd.

Mr. Marconi lectured on "The Commercial Application of Wireless Telegraphy" at Liverpool on February 24th.

The Russian Company of Wireless Telegraphs and Telephones was formed on October 8th.

### 1909.

The *Republic*, after collision with the s.s. *Florida* off the coast of the United States on January 23rd, succeeded in calling assistance by wireless, with the result that all her passengers and crew were saved before the vessel sank.

Mr. Marconi lectured before the Dutch Royal Institute of Engineers on May 1st and on December 11th.

The *Slavonia* was stranded in the Azores on June 10th, when the passengers and crew, numbering 410, were rescued from the wreck by the assistance of vessels summoned to her aid by wireless.

Glace Bay Transatlantic Station was destroyed by fire in August.

The Marconi British Coast Stations taken over by the Postmaster-General on September 29th, who was granted a licence to use the company's patents.

Mr. Marconi was awarded the Nobel Prize for Physics when he lectured at the Royal Academy of Science, Stockholm.

During the year the Brazilian Government ordered from the Marconi Company four stations, and the Madeira Mamore Railway two stations at Mafraos and Porto Velho, 540 miles apart. A contract obtained by the Marconi Company for the erection of a station at Varna for the Bulgarian Government.

### 1910.

Mr. Godfrey Isaacs joined the Board of the Marconi Company on January 25th.

Glace Bay Station was restored and reopened for public service on April 23rd.

Mr. Marconi, en route for Buenos Aires on board the *Princesa Mafalda*, received messages from Clifden at a distance of 4,000 miles by day and 6,735 miles by night.

The important patents of Professor Majorana for wireless telephony were acquired by Marconi's Wireless Telegraph Company.

The Compania Nacional de Telegrafia sin Hilos was formed on December 24th to operate the Marconi system in Spain.

### 1911.

On February 21st judgment was given in the action instituted in December, 1910, by the Marconi Company against the British Radiotelegraph and Telephone Company for infringement of their tuning patent No. 7,777 of 1900. Mr. Justice Parker's decision was in favour of the Marconi Company, and he granted them a certificate of validity of their patent and an injunction, together with costs and damages.

The first number of the *MARCONIGRAPH*, an illustrated magazine of wireless telegraphy, was issued in April.

A contract was made between the Marconi Company and the Canadian Government for operating of wireless telegraph stations in Canada for a period of 20 years.

Stations at Teneriffe, Cadiz, Barcelona, and Las Palmas, erected by Marconi Company, were opened for public business by the Cia Nacional de Telegrafia sin Hilos, the concessionaires of the public wireless telegraph service of Spain.

The Imperial Conference held in May approved the proposal that an Imperial Wireless Telegraph System should be created.

H.M.S. *Cornwall* reported by wireless as being ashore at Cape Sable (N.S.), and the Donaldson Liner *Saturnia* as having struck an iceberg 175 miles east of Belle Isle. Both vessels safely brought to port.

Mr. Marconi lectured on "Radiotelegraphy" at Royal Institution on June 2nd.

The P. and O. Liner *Delhi*, with the Duke and Duchess of Fife on board, was reported in distress off Cape Spartel on December 13th. Assistance was obtained by means of wireless and everyone was safely landed. The Lodge-Muirhead patents were acquired by the Marconi Company, and Sir Oliver Lodge became a scientific adviser to the company.

The Marconi Company secured important interests in the Russian Company of Wireless Telegraphs and Telephones.

### 1912.

This, the last completed year of wireless telegraphy, has perhaps witnessed its greatest development and activity. Early in the year, owing to the improved position of the Marconi Wireless Telegraph Company of America, through the transfer to it of the United Wireless Company's business, further capital was subscribed by the shareholders, sufficient to develop its projects for the erection of long-distance stations throughout the United States and elsewhere.

On January 27th the Aranjuez (Madrid), the central station of the Spanish wireless service, was opened by King Alfonso. Stations at Vigo and Soller were also opened during the year.

In February the Marconi Company secured the important patents of Bellini and Tosi, including those for the wireless compass, and Mr. Bellini's services were secured on the staff of the company.

The disastrous loss of life occasioned by the wreck of the *Titanic* on April 15th was mitigated to some extent through the help secured by its wireless call, and, where all on board might have been drowned but for the assistance of wireless telegraphy, a considerable number of lives were saved.

Mr. Marconi, whilst in America, delivered an address on the "Progress of Wireless Telegraphy" before the New York Electrical Society on April 17th.

Owing to the rapid development of its business, Marconi's Wireless Telegraph Company transferred its offices in May to Marconi House, Strand, and larger works were built at Chelmsford.

The International Radiotelegraphic Conference, opened in London on June 4th, approved important regulations to secure uniformity of practice in Wireless Telegraphic Services.

The British Government entered into a contract in July with the Marconi Company for the erection of a chain of High-Power Wireless Telegraphic Stations, as recommended at the Imperial Conference held in 1911. When the contract was submitted for the ratification of the House of Commons it was referred to a Select Committee to report thereon. After prolonged sittings no decision has yet been arrived at.

In July the Bolivian Government arranged with the Marconi Company for the erection of two 10 kw. stations at La Paz and Puerto Saurez and 5 kw. stations at Riberalta or Villa Bella, Cobija, Trinidad, Yacuiba, and Santa Cruz. The Canadian Marconi Company was entrusted by the Dominion Government on September 17th with the working of the existing stations on the Great Lakes until 1931 and the erection of further stations. A similar arrangement was come to in December with the Newfoundland Government for stations at Belle Isle and on the Labrador coast.

On September 26th a regrettable accident befel Mr. Marconi whilst travelling by motor-car in Italy, with serious consequences to the great inventor's eyesight.

In September the Norwegian Government entered into a contract with the Marconi Company for the erection of a High-Power Station in Norway to communicate with a station to be erected by the Marconi Company at New York.

On November 12th assistance was called by wireless for the Pacific Steam Navigation Company's s.s. *Oravia*, on a rock off the Falkland Islands, and passengers and mails were saved before the vessel was lost.

On November 13th the patent actions at issue between the Marconi and Telefunken Wireless Companies were mutually settled.

The Marconi Company entered into arrangements for the erection of a High-Power Station at Buenos Aires to communicate with Europe.

Mr. Marconi was decorated with the Grand Cross of the Order of Alfonso XII., and made a Grand Officer of the Order of St. Maurice and Lazarus. In December an important contract was made by the Portuguese Government for the erection of Marconi Stations at Lisbon, Oporto, Azores, Madeira, and the Cape Verde Islands.

# The Passing of a V.I.P.

## ( A Very Important Pioneer )

(Continued from )

Had it not been for Cottam, it is unlikely there would have been any survivors to the Titanic disaster. His interest in, and devotion to duty made him reach for the "cans" one more time to assure all was well before he 'turned in'. In those days there was only one operator on the smaller ships. Only the great ships like the Titanic rated two operators.

It has been recorded (and we are including a clip from Karl Baarslag's Book ... "SOS TO THE RESCUE" which verifies the long hours of continuous watch wireless-man Cottam put in after receiving the fateful message. The pressure never ceased for the nearly sixty-five hours he stuck to his post. It is true that Harold Bride, rescued from the Titanic, did try to assist but did so only for a short period.

There was little wind the night the Titanic sank however the water was icy cold. Man had little chance to survive long periods in the ocean. During the early morning hours the wind started to increase and the ocean became somewhat rough by the time the Carpathia rescued those in life boats. Another hour or so and many would have died from wind chill factor. It WAS a "Night to Remember" and perhaps we always will. It was the precise date that "Wireless" became a great utility to serve man-kind instead of a "toy" or plaything. It was a date that Harold Cottam should have become one of the World's Heroes. Regretfully his name was not mentioned in any newspaper of the event that I have read, although nearly everyone on the Carpathia from the 'black gang' to kitchen help "made the papers" in one way or another.

This is not intended to diminish the star of Jack Phillips or Harold Bride. They deserve all the honor and acclaim we can bestow on these worthy brothers who have served our craft so well and have become part of our proud heritage.

### SOS TO THE RESCUE

The *Carpathia* continued on to New York, with Cottam her sole operator, putting in the most harrowing three days of his life. Every station on land and sea was calling him. Handicapped with an inadequate set, he had 712 survivors' names to get off, and, besides, the hundreds of messages filed by them, to say nothing of his official traffic and the answering of innumerable communications and requests for information from other ships. He was at the key without sleep or rest from Sunday morning until some time Tuesday night or Wednesday morning, when he collapsed over his key. He awoke at dawn on Wednesday and began again, continuing all day except for meals which were brought to him. Then Bride was carried up from the hospital to help Cottam, who was "getting queer." Bride, whose feet had been frozen in the icy water on the raft, could not stand or walk, but, propped in a chair, he could work a key. He began to get off the list of the third class survivors to the U.S.S. *Chester*. He and Cottam were forbidden by Rostron to send anything other than official and passengers' messages, with which they were already swamped. Newspapers, avid for details, radioed tempting offers. Nothing came from the *Carpathia* and the silence aroused intense excitement and wild speculation.

# Story Starts on Page One Please

## Historical Paper

### CARPATHIA'S WIRELESS LOG

Compiled by Harold Cottam

Continued from Page 1

- Sunday, April 14, 1912. (N.Y.T.)
- 5:10 p.m. TR's with S.S. Titanic bound west, one S message received.
  - 5:30 p.m. Signals exchanged with Titanic at frequent intervals until 9:45 p.m.
  - 11:20 p.m. Heard Titanic calling 'SOS' and 'CQD'. Answer him immediately. Titanic says: "Struck iceberg, come to our assistance at once. Position: Lat. 41.46 N; Long. 50:14 W." Informed bridge at once.
  - 11:30 p.m. Course altered, proceeding to the scene of the disaster.
  - 11:45 p.m. Olympic working Titanic. Titanic says weather is clear and calm. Engineer-room getting flooded.

- Monday, April 15, 1912.
- 12:10 a.m. Titanic calling CQD. His power appears to be greatly reduced.
  - 12:20 a.m. Titanic apparently adjusting spark gap. He is sending Vs. Signals very broken.
  - 12:25 a.m. Calling Titanic. No response.
  - 12:28 a.m. Titanic calls CQD; his signals blurred and end abruptly.
  - 12:30 a.m. Calling Titanic at frequent intervals, keeping close watch for him, but nothing further heard.
  - 1:25 a.m. Called Titanic and told him we are firing rockets. No sign of any response.
  - 1:30 a.m. Continue to call Titanic at frequent intervals but without success.

At daybreak, the Carpathia arrives on the scene of the disaster.

- 5:50 a.m. Signals with Baltic but unable to read him owing to continual atmospheric disturbances, etc.
- 6:45 a.m. Signals with Mount Temple. Informing him we are now rescuing Titanic's passengers.
- 7:07 a.m. Received following message from Baltic to captain, Carpathia—"Can I be of any assistance to you as regards taking some of the passengers from you. Will be in the position about four-thirty. Let me know if you alter your position. Commander, Baltic."
- 7:10 a.m. Sent following reply to Baltic: "Am proceeding for Halifax or New York at full speed. You had better proceed to Liverpool. Have about 800 passengers aboard."
- 7:40 a.m. Advised Mount Temple to return to his course, as there was no further need of him to stand by; nothing more could be done. We have rescued twenty boat-loads of the Titanic's passengers.
- 8:00 a.m. Advised Virginian: "We are leaving here with all on board - about 800 passengers - please return to your northern course."
- 10:00 a.m. Signals with the California.
- 2:00 p.m. TR's with Olympic.
- 2:10 p.m. Sent news of the disaster to the Olympic saying we had rescued about 670 passengers.
- 2:35 p.m. Following message received from Olympic: "7.12 p.m. G.M.T. position 41.17 N, 53.53 W. Shall I meet you and where: Steering east true. Haddock."
- 3:15 p.m. Replied to Olympic: 7.30 p.m. G.M.T. Carpathia 41.15 N, 51.45 W. "Am steering south 87 west true. Returning to New York with the Titanic's passengers."

At 9:45 p.m. on Thursday, April 18, 1912, the Carpathia docked at New York.

Carpathis's Log courtesy Marconi International Marine, Ltd.



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